

W. E. Greenhill
 C. I. Longcope

U. S. Naval Surgeon

Boxes of Store Ship

#1 Schooner Eliza - Nov 25, 1852 - May 27, 1853

Comp. City Capt. Austin

Sailed as before with all the boxes of
 the Store Ship

#1
 Journal of a Winter ^{Cruise} in the Schooner Eliza of
 New Bedford Joseph Houtana Master. Jon^a
 Houtana Mate. Eliku Sherman 2^d Mate. Timothy
 Houtana. John Kendrick. Sall Bracey. Nathaniel
 Braily. Seamen. F. S. Parson Cooper Smith
 George H. Bouck Cook & Steward. *(Crew List)*

Kept on Board the following Articles of Groceries &
 Provisions for the voyage

5. Bbls	Wet Beef	16	"	Dry apples
1. 8 2/3	do Pork	100	"	Coarse
2. 8 1/2	do Flour	11	"	Raisins
7 8 3/4	do. Pilot Bread	1/2	Bushel	Beans
25.	Gallons Molasses			
115	lb Butter			
24	Bushels potatoes			
2	Bushels of Onions			
2	do Turnips			
1 1/2	Bushels Meal			
4	lb Tea			
42	do Sugar			
43	do Rice			

We have received on Board from Government for
 Supplis of Light-Houses & Light-Boats the following
 Articles viz-

10.993	gallons Winter Oil	5	new Solacing Irons
9002	do Spring Oil	12	Butt Stands
3267	Tube Glapes	4	Lantern Canisters
240	Grop Weicks	4	Iron Stands for do
1077 1/4	Yards Cloth	13	Oil Butts
315 3/4	do fine Cloth	100	Hoppers Burners Brap
61	Buff Skins	7	Long do
50	Boxes Soap	221	Hemmingways Brap
37	Boxes Tripoli powder	24	do Long Brap
36	pair piers	24	do Long Iron
60	8 Inch r Round files	50	Outside Burners hopr
13	tin Canisters 2 gal Each Spirit wine	25	Grap Hobnails
33	do do 1 gall Each	25	Thimbles
20	Small Boxes Rouge	50	Rims for Oil Butts
13	do Medium do	11	Empty Can pails
5	Large do		do full of whitening
8	Graziers Diamonds	25	lb Solar
24	Whipping pins	8 3/4	lb Black tin
20	Hand Lanterns	95	Sheet x tin
36	Hand Lamps	50	xx do
		60	xxx do
		23	lb Wire
		19-15	Inch Reflectors
		17-14	do do do
		1	lb Whitening

Likewise a Large Lot of Books Sent By the
Light-House Board from different Religious Societies
For keepers of Lighthouses & Light Boats Crews & to families
at Large as far as they will go

160 Large Bibles

100 Packages of Tracts

100 Prayer Books

Baxter's Call

Jenks Devotion

Loose Tracts

Bibles prayer Books & Jenks

Devotion to heads of Families

& Tracts — — — — —

Finished Loading the Schooner with Oil on Thursday
25 November 1852 - 26 Bent the foresail wind heavy at
SSE & blowing away a every thing snug for Sea.

Sat 27 a heavy Rain Storm from the South
Sunday 28 Wind West & Clear could not Sail
on Account of Breaking the Sabbath & the wind a
head

Monday 29 Nov. Set Sail from Notus wharf
at 9.30 Am Wind SW beat out at Clarks point
Blowing Heavy took in our Light Sails stood
half away across the Bay took Ship & sailed
into Dartmouth Harbour & came to Anchor at 2
PM.

Tuesday 30th Nov 1852 this Day begins
with Light Breezes from NW pleasant calm weather
weighed Anchor & sailed at 7 Am at ~~noon~~ at 10 Am
Set all sail at noon Cuttack bore East 8 Miles dist
Steering SW by (W.) then 12 hours end of Sea Account begins

Wednesday December 1st 1852
begins with Moderate Breezes from NW all Sail
Set at 1 PM took in square sail (wind) backing to the

Westward (made Block Island) bearing WSW 3 Sail
in company at 4 PM (Block Island) bore NW by N 10
Miles (Distant from Watch State City) Departure —
Stiff puffs of wind) Striker us from W by N heading up
NW by S. at 6 am heads up NW by W. Sailing 5 Miles
for Head Middle & latter part Clear with fresh
breeze from WNW to NW we have run 108 Miles
Since we took our Departure SW. Lat obs 39.24 N

Thursday 2^d (Decr. 1852

All these 24 Hours fine delightful weather a
Clear Sky (wind) from NW Round to NE & E.S.E.
All Sail Set & Sail in Light Steering our Course
We have Sailed SW born 108 Miles & no soundings
in 40 fathoms we ought to be in about 17 fathoms
Lat obs 37-41 Long 74.30. 3 Friday 3

This Day begins with pleasant weather Middle
part Blowing fresh from NE at 7 am all hands &
Double Reef Sails Blowing Heavy Wind & NE has heavy
Sea on 20 fathoms were Ship to NE, began to
Rain & Blow heading up SW were Ship to the
NE we have Sailed 131 Miles at 8 AM & 30 Miles
from Cape Hatteras at Noon. Rainy & a heavy sea

Saturday 4th Decr 1852

This Day has been Changeable weather & wind
All round the compass took a Squall from the SW
at 10 PM lasted a few Minutes in 30 fathoms
There Ship & Hood in all sight under a two
Knot Horesail at 8 AM made Land quite ready
of it - took it to be Cape Head at Moon calm
tumbling & blotting about carrying away boom & mast
& Growth & vines & beakets to Works & etc

Sunday 5 Decr 1852

Convenient Calm & cloudy in sight of Land at 3 PM
Sun broke out Light airs from NW at 4 AM made
Bodys Hand Light bearing NW by W 3 Miles dist at 5 AM
Foggy Wind all round the compass at 7 PM quite a fresh
Wind from NW by W Head SE at 11 AM clear just in sight
of Bodys Hand Light & made Cape Hatteras see it at
least 15 Miles quite a good Light for a Standing Light
at 4 AM took Ship to NW Light House bearing NW by W
at 6 AM took Ship to the Southward at 8 AM abreast of Cape
Hatteras Light by backward & forward until 11 AM then
crossed the Shoal between the 2 Diamonds had 3/4 the best
a number of Sail in company Moon stiff wind from
West

Monday 6 Decr 1852

this Day begins with stiff winds from West Beating
Towaras Osaoko to get to windward; Schooners has
beat us since we cross the Shoal Beating to windward
at Sunset we are 10 Miles from Cape Hatteras Lighthouse
Wind WhlW Stiff Beating head up SW at 10 PM
Made Osaoko Light at 11 Lost Sight of Cape Light
at Midnight head up SSW. Light Wind the rest
of the Day Ocean Steam Boat past us one Schooner
we outsailed (sailed) in 20 fathoms Lett by 34 39
fine delightful weather ha smooth Sea ha Clear Sky

11 Decr Tuesday 7th 1852

fine pleasant weather winds variable all round
the compass at 4.30 out a number of whiting in 17
fathoms between Cape Look out & Osaoko at 9 PM
Wind SSW Made Osaoko Light to Cape Look out
at Midnight little Breeze from N E by W - at Day
Light nearly calm Lid Cape Look out Lighthouse bearing
WhlW 15 fathoms at 7 PM caught a number of
Rock Bop to Whiting a quite a heavy swell arising
from the SSE at 10 Sprang up a fresh Wind all
at once & kept increasing to a Gale from the SSW

prop^d An Ocean Steamer past us going South. we kept
taking in sail & easing down at 8 AM we had a Gyswind
& a Reef fit set.

Wednesday 8 Decr 1852
We have had a hard time from noon until 4 AM
bore to in a Gale of Wind from NW rain thunder
& lightning we were obliged to Guff her at Daylight
Nearly calm & sail in sight at 8 AM made all
or set all the Lower Sails & made a Brig to the SE
standing on our course with the Schooner at noon rain
Squalls fresh & winds from NW by S.

Cape Hatteras Bears NW 30 miles or
near as we can judge -

Thursday 9 Decr 1852
This Day begins with fresh winds from NW & Rain
at 2 PM moderate ran out of the Gulf Stream Brig Ship &
Schooner in sight at 3 took ship to the NW Light
Airs & moderate weather. S. Barrell at 8 PM foundered
No Bottom Light Winds & Calms all night at
8 am five little Boats Sprang up from E by E at
Obs in Lat 35.24 S in 20 fathoms 10 miles to the
W of the Cape Several sail in sight.

Friday the 10th Decmber 1852

This Day has been a Blustering Changeable Day tremendous Rains & Blowing then Light winds a heavy Sea roofing in from the Gulf wind all Round the compass. Stalling & tumbling about was at Midnight in Sight of the Cape Light about 5 Miles from it Made it bearing West then was obliged to Lower all Sail Down to prevent damage in tearing things to pieces at 4 am Foggy at 8 wind at 11 hrs Made Sail Set all the lower Sails at 11 hrs the Shoal around in 10 & 13 fathoms Lighted up at 11 am & Made 7 Sail astern home ahead all bound South one a Steam propeller coming up with us fast & a Bark Set our Square sail at noon & Hove Goff Topsail See Diamond Shoal Breakers from Mast Head bearing N.W. from which I take My Dep. Steering S.W. Overcast with fine Drisy Rain

Saturday 11th Decm 1852. Moon Change Yesterday & a hard Change of weather we have had. We Sails 45 Miles from the Cape Shoal Towards Cape Look in company with a propeller

Our Ship is a Larger Ship the propeller is
not so far as until dark when we
to the Southward at 7 began to lightning & raining
took in our Spacemast & 8 hoisted Mainsail dark
Looking Night - at 10 hauled jib (Down Reef) Foresail
Blowing hard from the SSE to South shortly took a
Frenzied squall of wind & Rain lasted about
1/2 hour & a heavy Gale from the SSW to SW
until 4 am pouring Down Rain, 24 fathoms of water
When we took the Squall heading in toward Ocracoke
Here Ship is Stood off put the Topsail upon her with
the Storm jib & 2 Reef foresail & let her make head
good weather but she does not with the Storm jib
at Day light Nearly calm heavy swell on from the
SSE were Ship is soon began to Breeze & blow
put a single Reef in the Mainsail & let one
Reef out of the foresail & soon has as much wind
as we wanted we are in 31 fathoms air began to surge
& heavy bobble upon from the water several sail in sight
at Noon were Ship 7 sail in sight (about) South
Blowing heavy ball upon Short sail & we are now
fast where we were last Monday between Ocracoke
& Cape Lookout

Sunday (Sun) 12th 1852

this Day begins with Heavy Breeze from the NW
a heavy Sea on 7 Sail in sight. all hove to the
Southern Breeze. Close reef Sails at 2 PM began to
Moderate a little Set Flying Jib & whole Foresail
Cloves breaking away to the westward. Sailing 6 Miles
at 4 at past the Breakers on the South End of Cape
Lock out Shoal 3 Miles from it in 7 fathoms at 8^o do
came on to Blow again hove a fth & reefed the
Foresail Midnight more Moderate at 4 am set
all the lower Sails & let out all reef at 8^o aft-
Foresail the remainder of the Day quite Moderate
at 8 am past Cape Fear Shoal in 9 fathoms. Lat
33.17 we have been Steering ~~SW by W~~^{W by N} since leaving
Cape Lock out.

Monday 13 (Sun) fine pleasant
Weather & Smooth Sea at 2 PM an Ocean Steamer
saw that has been at North Light 10 miles all Day
from 10 to 6 until 19 am then it came into SW we
are in 11 fathoms heading in NW by N several Sail in
sight is the Ship that came round Hatteras Shoals in
company with us. Lat by Obs 32-47 - we have now
been 14 Days from N. Cape

Thursday (24th 1832
all this Day fine pleasant weather from noon untill
6 PM wind ~~SW~~ heading in shore at 2 PM pilot-Boat
No 2 spoke us we are in sight of Maccos Key Light
House & Bull Stand) Latter bears W by S.
tackel Ship at 4 ar in sight of the Light House
on the End of Bull Stand the first time I have
seen it - at 7 Made Charleston Light - bearing N 5 W
at 9 PM Wind W by W Steer N by W at
Midnight - Lost sight of Charleston Light bearing S by
W. Steer N by W the remainder of the Night
at Sunrise a breast of the Light Boat on the Gascon
Bank at 7.30 Made Tybee L House bearing N 5 W
all Sail set wind ~~SE~~ at noon abreast of
Horseshoe Sand)

Friday 15th 1832

this Day begins with stiff winds from the E all
Sail set Sailing a few Miles from the Shores on the
Coast of Georgia a clear Coast Except the Bars which
lie off of each Inlett at 2.30 past Sapelo Inlett at
5 we have taken in all our Lights Sails & Raising
the main the Light on St. Simons Island bearing

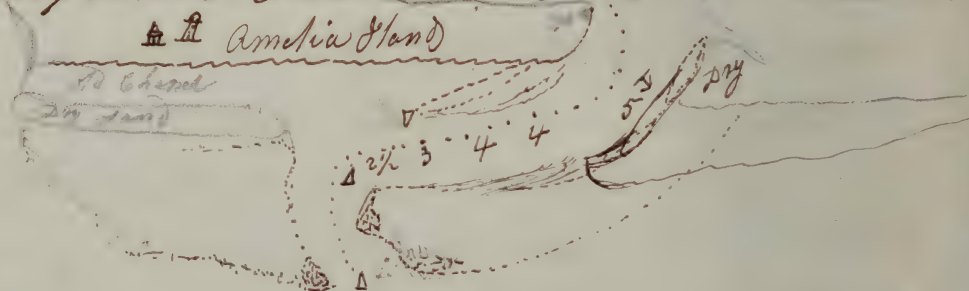
At 10th 11-1/2 Ubert at 4 ac in Sight of Little Cumberland
Hanging Light bearing N. 1/2 E. at 7 came on foggy Ly of 8 or
in the fog all day. Some times blowing fresh the quiet
Moderate at 1 PM Lighted up sailing in towards the
Hanging when in 5 fathoms Made Land & soon see
Little Cumberland Light House bearing N. 1/2 E.

Squared away for Amelia Hang Wind Ship E. at 5 PM
Made the Bay on the Bar it was Low Water but we
Let her come left the Bar Bay on the Starboard Side
the 2^d Bay on the Starboard & the 3^d Bay which is
the Point Bay on the Starboard giving it one eight
of a mile Breeze then Run up for Cumberland Hang
arriving & came to anchor at the Town of Bernardino
Amelia Hang thus ends there 36 hours of Sea Current
We now have Been 16 1/2 Days from up Beavers &
15 1/2 from Dartmouth Head, we have had a hard
Blustering passage but the Lord has protected us
& suffered no harm to befall us on our way praised
be his Great Name, found the Charleston revenue
Cutter lying here looking out for the Cuban revenue
cruiser

Thursday Decr 16th a Swally Battering Day with
Rain Supplied Amelia Island Light was obliged to
Leave the Large ^{Boat} up the Creek to tide in the tide

Friday 17 Decr brought the Boat back
finished repairing the Lighting Apparatus & hung reflectors
returned on board at 4 PM Wind fresh all Day from the
NW

Sat-18 December first 8 hours blowing heavy
from the N & quite calm on the last of the Eb tide
at Sunrise got under way & beat Down into the
Sound & sailed out over the Bar the least water we
had was two fathoms Course out ENE



Kept of 1/2 Set-Squaresail for St-Johns fine pleasant
Weather Wind at N at 11.30 Light Wind took a pilot
& sailed in over the Bar at Noon had 10 1/2 fathoms
Course in ^{SW} ~~SW~~ bring a tall Chimney in range with

two palm trees & our diet for them you will be up
with the Bar Bag Boy leave on either hand 2 Boy the
Same in giving it a Dept length on either side 3 Boy on either
Side 4 Boy just Below the point of Shoal which you leave
on (your Starboard) hand then haul in to the draw to clear
the middle ground on the Larboard hand & anchor just
above the point of sand on the Starboard side, come
to anchor at 12.25 PM fresh sails went on there & supplied
St. Johns Light-House returned on board at sunset—
19 Decr. Sunday fine pleasant Day nearly calm
Monday 20 Decr 1852

fine pleasant weather went on shore to the Lighthouse
finished repairs on the Lighting Apparatus returned on board
at 8 PM blind SW pilot came on board at 130 Got—
under way & sailed nearly Down to the Inc Bag wind
hard to the Southward Made one tack & fetched out—
over the Bar paid Mr. Johnson 25.50 Cents for 17 feet
as much as it could be 2 Schooners attempted to get
out but to late the wind took them ahead had to return
back & anchor. at 4 PM tacked Ship in Shore wind
SE we now have the wind ahead beating toward
St. Augustine where we are bound. Many pleasant

Tuesday Decr 21st 1852

fine pleasant weather along the Florida Coast
Toward St Augustine Light Boreas from the
SE until 1 PM then shifted to SW until 4
PM at 2 PM Made St Augustine Light at midni-
ght came to Anchor nearly calm & foggy just
lost sight of the Light bearing S W by S in 9 fath-
6 miles Dist

Wednesday 22^d Decr 1852

Foggy & nearly calm until 10 AM Lighted up
for the Light House got under way @ 1.30
Pilot came on board told us the Bar was shoal
only 10 feet - came to anchor the L House being
blinded by the boat & the side of the Bar quite
smooth got the pilots to assist us to supply the
Light left the Schooner at 2 PM with our Supplies
part of them in the open pilot Boat & myself in
Supply the L.H. & return on board with the
pilot Boat at 5 PM Large Boat arrived & first
& we had a fine pleasant time but the fog came
on once & soon (heard of) the pilots 10 Dollars
got under way at 6.30 for Cape Canaveral Light

Wind W & light steering SE all sail set
sailing Calm & some Lightening - at Midnight
Light air at SE. we have gained Eleven Days
on last winters ~~Run~~ ⁱⁿ upon St John & August
Lights

Thursday 23^d Decr 1852

All this Day Light - Wind from the Eastward
& Wind Calm in Sight of the Friday Coast
in 10 fathoms water obs in Lat 39.24 N
at 4 PM Light Breeze Sprang up going 2 1/2 mile
per hour steering SE & a heavy swell heaving
in from the Eastward fine pleasant weather
at 6 Calm at 10 a Light Wind from ESE to SE to end the Day

Friday 24 December fine pleasant
& Calm untill 3.30 PM a little Breeze Sprang up from
ESE Lat obs 29.17 we have only made 7 miles
the 24 hours past at at Midnight Calm

Saturday 25 Decr 1852

All this Day fine pleasant weather & nearly calm
Lat obs ²⁹ 29.03 we have only made 14 miles Lat
& in 13 fathoms at 3 PM Light Wind Sprang up
from the ESE sailing 2 1/2 mile heading up South

Oct 7 PM 11 fathom near Pleasant Evening & well
gone Down at 3.30 having my upper Fiction teeth
in my shirt bosom noting on that shirt & then Grouse
a School of porpoises came playing under the Boat went
out & lay Down on the fumes to throw a rumin bottle
over the Porpoise head when he came up to Spout
but was get a scum to do so & while lying there
I suppose they must have fallen out of my Bosom
So there goes 60. Dollars. Nap. C. having a Salt
Coafish Line which afterwards caused me to drink
Frothy of Water & Spit as it were Cotton took my
Teeth out & put them in my Bosom & forgot that I
had them there when I went over the Boats. Well
it is no use to lament but I shall miss them very
much. a fish may Swallow them but it will
be hard work for the fish to digest them —
we have now been 72 hours from St Augustine
Bar & only now at 7 PM up with Burger's Inlet
in 11 fathoms Stearing SW wind SE & a clear delight
full Evening & a full Moon. while writing I have
only a thin shirt & sleeves rolled up to thin hip pants
& bare legs I wonder how it is in New Bedford

I should like to know. & likewise where my
Family is whether gone up to Newburg or Landring
burg & afflictions how they will scatter a Family
& bring Mourning & Lamentation. Now I have wept since
I left home thinking about my Dear Little Libby how
she wanted to Live to be a Blessing to Father in his Old
Age. but not Permitted to do so. the Pleasa Lord has
taken her away from the Evil to Come & took her to
Himself. I now have five Children that are Dead
& gone & left the world prepared for a Glorious
Immortality. they fell a Sleep in Jesus & he will
know them that are his when he comes to awake
them out of Sleep & crown them with Glory Honour
Immortality & Eternal Life. their Bodies no more
Subject to Decay Nothing will ever Mar nor Molest
their beaue but it will be like a river w^{ch} their right
eyes w^{ch} like the Waves of the Sea. there they will see
know each other again for the Great Upostle says
that we shall see as we are seen & know as we are
known - in that happy place Sweet Innocence will
be kept by immortality & will be Sweet Innocence still -
O my Soul. I am in a mortal state upon probation

Shall I ever reach that happy place where my five
Children are prepared to go when Gabriel Trump
shall sound to gather Gods Elect from the four
corners of the Earth coming as swift as thought not
one forgotten. O my Heavenly Father through Jesus
thy only Begotten Son let Salvation Enter my Dure
Thine once more I cause my House to be a house of prayer
& supplication to thee again Revive thy Work in this
thy unworthy Servants Heart I cause him to feel the
Worth of his own Soul & those of his Family that
they may be prepared with those that are gone before
to enter into that rest that is prepared for those that
Love God — at 7 PM Made Cape Canaveral
Light bearing ^{S 1/2 E 1/2 S 1/4 W} ~~SE~~ at Midnight bore W by N 1/2 W
7 fathoms heading up SE

Sunday 26 December 1852

Light airs & calm nearly Day & clear weather
Tails part of the (Day before) noon, at noon Lall
28.47 at 4 PM Small trade sprang up from E at
7.30 Made Cape Canaveral Light Revolving bearing
S 1/2 E 1/2 E 1/2 W 11 fathoms at 10 it bore SW by S 1/2 S 7 fathoms
at 11 SW 4 1/2 fathoms Stearing SE at Midnight it SW

Deepnea into 5 So ends the Day

Monday 27th Decr 1852

at begin with Light Wind from E & pleasant weather
8 Miles from Cape Canaveral Light at 1 am bearing
W by N in 8 fathoms & Deepning into 10 fathoms Sailing
around the Shoal at 4 am Light bore N by E kept
of W a short time then W by N until Light House
bore N E by E then run for it & anchored at Daylight
North bearing $\frac{1}{3}$ of a Mile from the Beach in small
 $\frac{1}{4}$ fath 3 nearly High Water Tanay Bottom. Some
considerable Swell breaking upon the Shore Loaded
our Boats & started for the Beach at 8 am took
goods for the Keeper came near the Shore as possible
& anchored the ~~Large~~ boat & took the Light articles in
the small boat & got them on shore. tolerable well we
are now one & half Mile from the L House by Water
bore $\frac{1}{4}$ Mile by Land. instead of Lassing our Oil here
the keeper said it was not any nearer to the Shore
Near the L House so went round & had our Oil
on shore part of it was hoisted to the mainmast & set
up had but a short distance to Row it got
through at 2 PM & Return on board at 3 PM

had a fine fine Light Breeze from E at 4 PM
got under way quite a fresh Breeze from ESE
fetched out over the (Barbar) 2 fathoms the least fetched
about 6 miles along Shore before we tacked at Midnight
Blowing quite heavy backing of horn so near the Day
Tuesday ~~Monday~~ 28 Decr 1852

begins with fresh Breezes from ESE standing in
Shore at 2 AM quite light Breeze at 4 Nearly calm
Rolling & tumbling awfully at 6 found she was going
stern foremost about 2 knots towards the Shore
Not far from it was obliged to come to anchor & lower
down all sail. we lay here until 1 PM Light Breeze
sprang up from SE got under way & stood off at 2
PM Cape Comorol Light bore N 4 E 11 miles out
at 4.30 PM took a Squal of Wind & pouring down
Rains from N (had) all sail in & hauled but the
Lib when it struck us rain tremendously, for an hour
luff the foresail & mainsail at 6 PM the Day ends
in stiff gales from N running 8 & 9 miles per hour
Heaving SE & S & SSE

Wednesday ~~Tuesday~~ 29 Decr 1852
This Day begins with a stiff gale from NNE

Is a heavy Sea Rising under Reef sails sailing
Toward Cape Florida passed a Ship in the
Night-bounding North at 8 Am passed a Bark
bound to under Coast ref. To sail we are now
in the Gulf Stream heading in S.W. to make
the Land at noon Lat 26.42 N at 2 PM made
the Florida Coast - & ran out out of the Stream
from a strong Current - Is a high Sea into smooth
Water at 10 PM (wind) to ESE Just losing the Land
along in sight at 11 PM ~~last~~ took Ship of this
Midnight more moderate Lett all Keys out
So ends the Day

Thursday ~~Thursday~~ Dec 30th 1852
this Day begins with fresh Winds from ESE Beating
along the Florida Coast Short-tacked of 5 or 6 at
2 Am made Cape Florida Light from Mast-head
at 3 of Clock at 8 AM came up with the Light. & beat
up & brought Solaim Key to bear West - & ran for it until
we past a bar in 10 feet (Deepened into 2 1/4 fathoms then Cross the
End of the West Sand) Box Deepened into 2 fathoms the Head
to the N until you got into 2 1/4 fathoms Solaim Key Bearing WSW
(5 or 6 miles) we are now 6 miles from Cape Florida L House
Bearing N by W. West to late to go S. by E to the L House

~~Friday~~ ^{Friday} 31st Decr 1852 first Rainy & Squally
left the Schooner with our Supplies Tabled the
Light & got on Board at Dark a New Keeper has
Charge of this Establishment

Sat 1st January 1853
a fine Pleasant Day (Din) upon Gran Furthe Sea
Pie & Plumk pudding & plumkin pie on board Schooner
got under way & beat out of the Harbour round to the South
ard & sail'd at E by N until the L House bore 168° W
in 3 fathoms L House 34 Miles (Distant) Came to Anchor
Light Meins to enao the Day

Sunday 2 Jan 1853
all this Day fine Pleasant Weather Meind to the
SW

Monday 3rd January 1853
got under way at Day Light Light Meins from the
N ran nearly out of Sight Cape Florida L House
Wind Dind away & the Current set us back so that we were
obliged to get in when the Banks to the Eastward of Forney's
Rocks & ran over towards Cape Florida Light House &
came to Anchor Light House bearing WNW 3 Miles Dist
in 3 fathoms

Went on shore to the Lighthouse Cape Henry & fell Water
& returned on board at 4 PM at Sunset fresh wind at W at
Midnight - W by W Thursday 4th at 1.30 AM got under way a
stiff breeze from NW & pleasant weather ran of the
Bank into the Gulf Stream Lighthouse bearing NW by W
true E. S. E. at 1. When of the Banks ran S. E. to South & N. S. W
at 1.4 before 4 AM made toory first Reef (Light House bearing S. W
from mast head) at 7 AM came to anchor outside the Lighthouse
one Eight of a Mile & in 5 fathoms water there is a good entrance
into a harbour one quarter of a Mile to the Eastward of the Lighthouse
& one to the Westward the same distance. This is an Iron Lighthouse
on screw piling a beautiful Establishment to live in Large
Spacious Rooms well finished for the Keepers family to live in any
one would not imagine but what he was on the Land without
he hoped to look out at the Window & see the Sea 15 Leagues
(a burning lead) to put on a full Set of Rattles, Mr McKinnis
Which kept the Light Boat at Sand Key is the Keeper his
Wife is Mr Duker daughter of Key West at 6.30 PM Sailed from
the Florida Light House Head South about 20 Minutes
then S. W. until we ran the Light - out of Sight 9.30 PM
then S. W. by S. until 10.00 then W. & S. W. by W about 15 Minutes
When We Brought-up on French Reef E. by E of Dragon Key

With all Sail Set with it. We So Lowered all Sail
Down we Ran on to the N.E. part of the Reef & See it a
Breaking ~~about~~ ^{distance of 3rd} about 2nd Length of the Schooner ahead
& the Sea having her ahead into Shoaler Water try to get
our Anchor out by first Running our Long Boats Anchor with
a Small Line. & hauler our Boat out by it with Kedge &
Hawser or about one half of it in coiling the Hawser all
of it into the Boat a considerable part of was left on the Bottom
between the Boat & Schooner & in trying to weigh the Kedge
that Hawser got fast to a Rock & it cut it it become so
Roughly that we could not get our anchor out untill 7. am
When the Breaking Ship came Down & Anchored about one
quarter of a Mile inside of us & came on board with his Boat
& wanted us to employ them & crew to help get of we said
after getting our Anchor out & chain here tonight we could
not start for the 2^d Ship Kedge came Down & Anchored
her name is the Capt. Bennett. & the first Ship
is called the Eliza Catherine Capt. Bennett Mr. Lefter down
I found that there was no prospect in getting of the Reef-emp
said the Eliza Catherine crew to lighten the Schooner we
were obliged to throw our Oil overboard & haul it on board
by Ropes & when we got out 4. Clocks the 3^d Ship came

the Dolphin came Down & anchored quite near us & the
Captⁿ came on board & insisted to come in Shores with the other
2 Schoops & when he found that we were not willing to give him
an Interest he then told me that he would get my Schoon
of without any pay. but they let him come in equal with the
Rest he then got his Schoop along side where was only six
feet of water & took Oil enough out of our Schooner & by
low Anchor & Kedge. Anchor. astern. & by Hauls Heaving
With the Squaresail set & Aback made out to get of at
low high water & hauled into 24 fathoms & let go our Anchor
at 4 PM at 5 AM got under way & beat up to the westward
3 quarters of a Mile in a good Harbour & come to Anchor
While lying on the Reef the powder berry Heavy Expecting
to hear or see water flowing into her but she did not take
any more than before she went on the Reef

All the Schoops left us & went up to Key Droy
& anchored. the Day ends in fine Pleasant weather

Thursday 6th 1853

All this Day fine Pleasant wind from the NW got under
way at sunrise & steered WSW got of the Bank & into the
Enter Chanell which shows at self very plain from light
to Dark sea Green & when abreast of Key ~~Laminar~~
Droyos

Crossed the point of Shoal between the outer & inner channel
& ran into the inner Channel & kept it untill we reached Key
West - at 8 PM the Dolphin a little ahead of us when we
(arrived) had a Beautiful time Down inside the Coasters
Heard from the time we got under way untill we arrived was
W.S.W. to ~~Varmer~~ Key Laggus. S.W. by S. to Malabar
Cut then S.W. untill you saw Loggerhead Key then N.W. &
untill you crept a Bar which runs from Loggerhead to
the Wash Woman & when you Deepen your Water
in 3 1/2 fathoms Soft Bottom then it S.W. for Key West
the Wash Woman bears from the West Saddle Hill 3 or
3 miles (Dist. arrived & came to Anchor abreast of the
Custom House at 9 PM the Dolphin arrived one hour
before us with our Oil, shortly after "Gift the Owner"
of the Eliza Catherine (came on Board) & agreed with
him to become the Agent of the Schooner So ended the
Day Friday 7th January 1853

All the Day or from Midnight untill 4 PM Pleasant
Weather. Wind from the Eastward the remainder of the
Day heavy Showers Rain. at 9 AM hired 2 Cooks Dives
to go Down under her Bottom to Examine it. found the
Lower part of her Gripe some broom up & Capen along the

Keel sunk up the Head of a Boat a little out about
the cut water Wood Licks to the Ruace Iron Split out
the Ship's Dolphin with our Oil Hauld Along Side
Sat 11 Am began to take in our Oil again & now it
away had our hole filled by Tansett the remainder for
Coasters on Deck

Sat Janu 8th 1853

Came on fresh Rain & Raining heavy at intervals through
the Day Blowing Heavy at S E at 6 PM

Had our Case tried this Afternoon
before Judge Marvin, District Judge, Mitchell
Examining, Defences for & Against Edw
& Monday 10th Salvage determined, at Midnight Blowing
a heavy Gale from the S E

Sunday 10th fine Pleasant Weather forenoon
& Afternoon at 6 PM heavy Showers of Rain at 7 Cleared
of Had a Meeting in the Methodist Church in the forenoon
Spoke there in the afternoon & held a Meeting in the Even-
ing for the Coloured Methodist Brethren enjoyed myself
Much through the Day

Monday 11 Subbia Key West Boat
Light & our Salvage settled by the Judge & Law

to the Breakers of twenty five per Cent - on Bepel & Cargo \$6500, Cargo \$1000 Schooner 5000. Cost of Court - Commissions Cotton Expenses 935 Dollars & 6500 Dollars makes up the sum of \$1435 total for Salvage & Expenses. Government has to pay \$989 & \$1445.92 the Schooner has to pay.

Steamer ~~last~~ arrived from Charleston Monday night ~~Thursday 12th~~ sent Letter to Government of to my Brother) Thursday 12 January 1853

all this day fine pleasant weather the Steam Boat left for Savannah at 21 AM

Wednesday 13th June 1853

here) of Brig on shore or come in on the Reef in just sep Healey got a pilot but 11 PM ran on the North Woman Reef.

Thursday 14th June 1853

fine pleasant weather see the Brig on the Reef however Lightning her arrived here in the afternoon her name is Cambises belonging to Jamaica West Indies from St Orleans 650 Bales Cotton Spangaleak.

Friday 14 June 1853

the Schooner. Admiral Blake of Siquian bound to St Orleans come in this morning & the English Brig came along side of her

Lefts Wharf where we are lying I was one of the Surveyors gave in to the
her discharge but in a condition to proceed on her voyage
break goods for a damage State Soda at Auction to day
consisting of a large quantity of Comen Cotton in Bales 20 pieces
in each Soda at 4¢ per Yard. Shoes (Damage) Coffee at 9 Dollars
a Bag not fit for use - what a Delightfull Climate we are
in here is no frost the Year round. I wish Mr Howland
& Alfred was here a few days to enjoy it - - - - -

Saturday 15th January 1853

this Morning the Steamer Babel leaves Charleston for
this place & Arrives here on Monday bare in hope to have
the good news of the Arange Ments made By Government
to send funds to Liberate the Schooner & let her go on her
voyage Midnight - Raining & Blowing

Sunday 16 Janur 1853

from Midnight untill 7 am Blowing & Raining heavy
from the Southward the Wind then Abated to the West
& pleasant the Remainder of the Day. I held a Meeting
in the Methodist Church in the Forenoon Spoke from
the last Chapter of 2^d Epistle of Peter & in the Afternoon
held a Meeting for the Coloured Methodist Brethren

Spoke from the 21st Chapter of Revelations Persevered
Myself with the Coloured Brethren much. they are a very
Zealous pious people & gifted in prayer & Exhortation
I find it profitable in showing to us good the good
Lord brings me in favour of the people this answering
to the Saviours own words rewarding me openly

Monday 27th 1853

All this Day Morning I came from W to N when
(Day Light made its appearance beheld a Large Hull
of a Ship Ly on the Dry Rocks her Masts all gone &
by (wall) of Shore soon the whole fleet of wrecks was
unman way & went down to her & with difficulty got on
Board at 11 I returned Back with the News that the Ship
Name was the Nathaniel Lind from N Orleans bound
to Liverpool with 2685 Bales Cotton about 800 tons
& that her Larboard is stove in & full of water. one of the
Sailors was one board of us at Dusk & said all hands
Except the Man at the Wheel was a Ship Nothing has
been taken from her to Day Except her Crew since leaving
N Orleans. Several of her crew died with the Colery

the Capt. Name is Reeves

Capt. Kot that died at San Francisco has a Son on board
a Bark arriving from Philadelphia with Materials for Land & Sea

Tuesday 18th January 1853
All this Day fine pleasant weather wind at N. & a stiff
Breeze news came this forenoon of a ^{Lucy} an English Ship of 1100
Tons with 3250 Bales cotton from N. Orleans bound to
Liverpool ran on Shore at Luc Key on the 16th & this after-
noon Capt Burroughs in a Mytilk Sloop arrived with
150 Bales of cotton from the Ship & consigned to Mr Sifts
One Schooner arrived with a load of cotton from the wreck
at Sana Key it is the first cargo from her. Capt Hazelton
is Master of the English Ship Lucy

Wednesday 19th 1853

All this Day fine pleasant weather Wind North several
breking vessels has Arrived with Cargoes of cotton from the
two wrecks.

Thursday 20th fine pleasant weather
Wind at N E

Friday 21st Several Cargoes of Cotton
Arrived from the wrecks Wind at N E

Saturday 22nd fine pleasant weather Wind at S to
to S W & some Rain Several Sail arrived with cotton
from the wrecks Arrived

Sunday 23 January begin North stiff Winds from
the SW at 1 AM while we were preparing to leave the
Wharf & Dept into Stream the Wind Haul to the
Westward in Rain Squall we were lying at Mr Wall's
Wharf apparent the finest Wharf in the City but
Under Water the port were destroyed by Waves the
Wind kept increasing & at 7 the port began to give way
& the Schooner began to touch the wharf & with great
difficulty we saw her from leaving all her top Racking
& Stanchions broke we were obliged to put Down Bales
of Cotton to save her from being all cut Down at
10 PM began to moderate & to Easy all night

Monday 24 January 1853

quite a stiff Breeze from the WSW untill noon
then the Wind kept increasing & the Sea began to rise
at 7 PM blowing very heavy from NW at 8 a NW
blowing still harder & a quite a Sea swashing up against
her & proper heavy against the Wharf Clear Barometer
arising at 11 a Sea falling Wind rather moderates
tremendous weather in the Bay & likewise in the Gulf
at 6 PM the rain moderating at mid night cleared

24
Tuesday Jan 25th 1853

All this Day fine pleasant weather fine from N to E
a Snake arriv'd this Morning from Loo Key with the intel
igence that the English Ship a Shore there & got off Saturday
Evening but away all her masts to keep her from drag
in upon Loo Key it was a tremendous Gale at Noon
the Hoop Dolphin came in with a load of Cotton & the
Ship in sight - & 4 Sail towing her down to the City at
4 PM she came to Anchor 3 miles off. — Croft-ers
Schooner up to Mr Fontanes Wharf a fine place
to Ly at the Steam Boat Wharf with the Vice Presid
ent Chas^{my King} consumptive came for his Health arriv'd here
on Sat last - & this Morning the Steam Boat Dought-in
to the Wharf - & Land'd Mr King & stays at Mr Wall's
the Schooner has now to go under repairs part of a
new Railing has to Be put on & Chain Bolts drove out
& Chains Straiten'd & Boies put in different parts of
the Rail Bull Works repaired. 1 Schooner arriv'd from Mobile

Wednesday 26th January 1853

All this Day fine pleasant weather Wind at N to E
I was one of the Surveyors of the ~~Ship~~ Snake Ship Lucy

Captain Hazletten S. J. McKewen was called to
Make an Estimate the Amount of Cost to Repair the
English Brig Cambises of Maria of Jamaica Capt. Wilson
It was estimated at 7681 Dollars More than she would
sell for when repaired.) The Schooner Elizabeth Capt
from New York arrived 14 Days from N York a
Schooner coming down inside the reef by appearance in
distress - Commenced Repairing our Schooner

Thursday 27th January 1853

fine pleasant weather & Moderate Winds until 6 PM
then began to Breeze & (had up Wind) North
the Schooner that appeared in distress last Evening coming
Down her Name is the Capt.
from Philadelphia bound to New Orleans with Capt.
Rudder or Broken at 8 P.M. Blowing fresh & in
seasing.

Friday 28th Janu 1853

all this Day Blowing Heavy from N Light Breeze in the
Morning

Saturday 29 Janu 1853

All this Day Blowing Heavy from the N & Clear
Weather, had News at Sunset that a Schooner from

Jamaica belonging to St. Catharina run on the Delta
Shoal of Key Baco's Wreckers started off in a Hurry
A Yacht arrived from Yampso bringing News that the
Spaniards had Burnt all their Villages & gone into the
interior of E. Florida & a War will ensue they are
Determined not to leave although they have signed a treaty
to do so. This Evening at 9 It is Blowing a Gale
Such heavy Northerlies has not been known here for
Many Years past - & gone

Sunday 30 January 1853

All this Day fresh Meinds from the North & pleasant
Weather Went to the Episcopal Church in the forenoon
in the Afternoon held a Meeting for the Colored Methodist
had an interesting Season. & how they love to have me
hold Meetings among them & how gifted they are in
Prayer & how Earnestly after Kinda. My Discourse did
they Offer up thanksgiving & praise to God for the truth
that I had spoken to them. & likewise for the protecting
Care of God to rest upon me by Sea & Land - - -
at Midnight a wrecker arrived with goods from the Schooner
that ran on Shore on Saturday

Monday 31st January 1853

All this Day fine pleasant weather wind
at 10 At Midnight the Schooner John S Burgess of
Elizabeth City N.C. which ran on Delta Shoal of Key
Bancs Captⁿ & Thomas Dick Captⁿ of Foresail from Jamaica town
to N York

Tuesday 1st Feb 1853

All this Day fine pleasant weather wind at North
got our repairs nearly finish A Bark came in at 8
this Evening from the Spanish Main with the Loss of
Sails All hands Sick want of provisions 46 Days passage
one Man Died there has been no Arrivals from the Fortugas
for 10 Days past Supposing there must be a wreck
there. this Evening we are looking for the Isabella
Steamer from Charleston

Wednesday 2^d 1853

All this Day fine pleasant weather Wind from NE to E
At 130 Am the Mail Steam Ship Isabal arrived bringing
with Instructions to the Marshal to Order on Governm^t
for the amount of Salvage. & release us Likewise I
recd a letter from the L House Board to be more careful

for the future to use all possible dispatch in supplying
Light Houses for fear that they may get short or out
of Oil. I expected to have my Business all arranged to
have left this Evening for the tomorrow the L House
has only Oil sufficient to burn until the 3 of this month
Thursday 3 Feb 1853 All this Day fine pleasant
Weather Wind & settled up my concerns with the
Marshal. I saw a Draft on my Brother Jonathan
Hawkins for 1758 Dollars 59 cents which covers
all expenses. Except the 2^d Protest which was omitted
in my Account but I have paid it —
but the amount of Salvage Awarded by the Court is 1250 Do
to 508. 89¢ which includes cost of Coast & her repairs in
Key West to the Salvage on the Cargo is 5250 Dollars
to the Expenses of Coast

	786	{ 5956. Dollars
	1758. 59	
Whole amount Salvage & Expenses of repair & cargo — — — — —	7714.59	

got through at 4 PM settling up with the Light
Cohort to sail Early in the morning for Fortugas

Friday 4th Feb 1853 fine pleasant weather
& stiff winds from East - weighted anchor & sailed
from Key West for Fort Myers at 6 am Steadily S.W.
two miles then W.S.W. until you bring Joe Brown Blak-
Lower just open to the Southward of Mr. Liff's Observatory
keep them with that bearing but will carry you clear
of the Middle Ground which you leave on your left -
it is out of water unless that course some distance &
the W. by S. & W. spoke a large Schooner from N York bound
to Orleans at 1 PM then W. by W. at 2 PM made the
L House on Gardner Key sight ahead at 330 Arrived
you after passing East Key give it a berth of a mile
leaving it on your Starboard hand then head up for
Sand Key give it a berth of 1/4 of a mile & when it
bears S. by E. Run S.W. until the L House bears South
& Run for it until you enter the passage which is
narrow then Steer S. E. by S. & your Eye will
be your guide found the Ship Chariage Shop by the
Capt. Jackson's 2 macks all broken you then
saw plenty of Trucks & likewise Mr. Ker the keeper
on our arrival went on shore with our Supplies

Soldara Kimson 4 Oil Butts & pump part of the
Oil into the Butts

Saturday 5th Feb 1853 All this
Day blowing heavy from East-west all Day in
Landing on Kims to Oil Butts put on 16 Burners
Complete of Hemmingways. Repaired fountains &
Did not get through untill Dark (Sund) with the
Keeper McKer & had an interview with Capt
Haddleton Family a Smack ran on outside of the entrance
of the Harbour to ~~Sunday~~ Bridge and the Huron

Sunday 6th Feb 1853

All this Day fine pleasant weather Moderate
Wind from SE went on board of the Smack &
tryd to haul her over on Starboard Side so as to
stop the Hole & leave her of but could not obtain
her Sails & took them on Shore at Long Key in our large
Boat, took phyic being quite unwell with Dizziness in
My Head Ladys came on board in the Afternoon &
Evening

Monday 7th Feb 1853

Light (Liss) at SE at Day light got under way & saild
out the East passage a Ship in sight ^{to the East} Standing in

For Fortugas L House with Colours at the fore TG
Mast Head & fired a Gun like a Hoop of War
got the Light House to bear S by E 6 Steers by W
sounding that course & ran a Shoal one & half mile from
the L House with 2 fathoms in it is quite small
& Deep Water all round it this is a wide good
Chanell to Sail out. the N W you bring the west
Chimney of the Large Brick House in range with
the Light House & keep it - so & you will run out
not having less than 3 fathoms a good Chanell) at 2
PM Fortugas L House. here I 15 mile Distant
from which I take my Departure & bearing to
Egmont Key Light the Entrance of Tampa Bay
at 4.30 PM wind back to the N blowing fresh with Rain
at 6 Light Vessels & Remaind to Midnight the same.

Tuesay & Feb 1853

this Day begins with Light Vessels from the N.
sailing 4 Miles per Hour Tonnage in 17 fathoms
heaving up E by E at 7 am foggy 12 fathoms at 8 am 10
fathoms still foggy tackd Ship to the West by N we
have saild since we took our Departure by Log 70 miles

but must have some current setting South, because
that Distance would have borne us into 4 fathoms on
the Main at Midnight - Light Breeze from N
Wednesday 9th Feb 1853

begins with Light Breeze from the N cloudy
reading 1/2 1/2 at Noon last Ship took
Ship Breeze & cloudy with a little Rain at
Light Breeze at 5.30 Made a Schooner bearing
N by E to S.E. at 6 do Wind North to N.E.
took Ship & made up N by W quite a heavy
Snow falling from the N.W. passed in 12 fathoms
our (L) at Noon was 25.01 Not a correct Altitude -

Thursday 10 Feb 1853

All this Day fine pleasant weather Light Breeze
& Ship Breeze through (Day at 1/2) - beating along
the Florida Coast between Cape Romano Channel
Harbour - gain but little the 24 hours past Lat at
Noon 25.40. Stand off into 10 fathoms then Shore to 5 fathoms

Friday 11 Feb 1853

All this Day Moderate Breeze N.W. to N.E. -
beating along the Florida Coast - we have only gain
16 Miles then 24 hours at Sunset in sight of Land 7 fath
Lat by alt 25.56

at 9 PM took Ship of Shore Midnight-Moracrate & Pleasant
tack in Shore so on the Day

Saturday 12th All this Day fine Pleasant
Weather first part Wind NW by W at 6.30 Wind shifted
to the ESE Light Breeze at 10 AM past a Large Inset
the land appears to be the highest on the N Side of the Entrance which
is the South end of the Key & about 6 miles long has a tall bunch of Trees
towards the N End of the Key after passing this Key we come to a 2^d
Inlet appears about 1¹/₂ mile wide the Key on the N Side of the Inlet
has a Surveyors Pole Erected & round just discern a Sail over towards
the Main Land there is two tall trees towards the South part of this
Key & by our Observation at Noon when we were abreast of the Entrance
it proved to be the great Entrance to Charlotte Harbour Lat
26.41 which is 123 miles from Tortuga & we have been five Days
coming that short Distance we are now 66 miles from Tampa Light
House Since ~~we~~ 12 at Noon we have been steering NW by N for
breeze until 8 PM Thence our Water is kept of NW by W for some
time & accepted is kept of NW Wind South's Light (is all tail set
Sunday 13th Feb 1853

All this Day fine Pleasant Weather Light Breeze from NW
in a Smooth Sea at Day Light in Sight of the Keys to Southward
of Tampa Inlet Sailing about 7 fathoms at 10 AM past an

Inside about 8 miles the Pilot & Made Egmont Key
L House leaving Mullet at 1.30 came in over the Bar
With the ranges on or Marks to sail over the Bar Mullet
Key a hands pikes length open by the South end Egmont Key
Which will bear N E & Run direct for the point & you
can go out on Bara of it - but have no occasion either
You want to come to anchor Inside Side of the Point - it
is the best place for Northerly Winds anchor in 3 fathoms
high water about 1/2 mile from the Key. but we sailed round
the Shoal that makes of about a mile from the Key & brought
the Light House to Bear North one mile distant hence
to anchor in 7 fathoms.

Monday 14 February 1853

(Wind) Change to the North before Day light - & quite a
Stiff Breeze went on Shore Early to Supply & Repair Lamp
Got through at 1 PM Stiff Breeze came from the NW
& strong flood setting in could not sail went on Shore
& fill 3 Casks Water. So was the Day one Schooner
came in from N Orleans & 4 more in sight standing to the
Southward so the remarkable for this place

Tuesday

15th February 1853. All this Day fine pleasant weather Wind from the Eastward first part Blowing fresh got under from Egmont Key at 6.30 & sailed out of the West passage Course out from W by N to W by S when on the Bar which is where the Light House should bear E by S but you ^{can} sail out bearing E by S South S had not less than 14 & 3 fathoms Deepened into 4 h then N by W until dark then N by E. Tacking 5 miles per hour

Wednesday 16 Feb

begins with fine pleasant weather Wind from SE all Day set Steering N by W Tacking in 6 fathoms water at Sunrise in sight of Land to the East of us & making our Water, got into 34 fathoms at 8 kept of N by W to N by W & N by W at 10 am made St Marks Light from aloft bear N by W. at 1 PM came up with the Bar Light House bearing N by W h then for it, but between the 2 Boats they are inside of the Bar then ran towards the Stake on the East Bank giving it a berth of a small quarter of a mile h then up N by W which will run you Direct up to the channel Boy which is the Deapest Water on the (harbour) side come to anchor with St Marks

Bearing N by E about 1/2 mile above the Channel Bay
& nearly up to the Spanish Hole at 2 PM went on
Shore with our Supplies & began to Rain & soon over
found the whole Establishment torn much to pieces
in the Oct Hurricane Every floor to the Dwelling
torn up Break water thrown down all the Oct &
Boats ashore in the L House had to put our Oct
or leave it in Barrels got about through at Sunset
at 11 PM (10 PM) came suddenly to the Wch W found
the Day wrote two Letters one to Brother home to
my family

Thursday 17th Feb 1853

at Day light fresh Wind from the N (known by
the name of N L Rodgers came out of Tampa the
Day before us but Stopt at Cedar Keys about a day
Side & gave a gentleman my letters who is going up
to A Market. Went on board got under way with a fair
Wind & sailed down between the States the Channel on
Each Side is taken out our Course down the Channel from
S E by S which ran us between the 2 Boys which lies inside
of the Bar the outer Bar is about 200 feet inside, the Light-
House bearing N by W & the State on the East bank

bearing 10° W & the Scattering Trees between the L House
& Woods will be open to the Right hand of Stake on the
East-Bank on Cass length I have generally brought them
in range the Ina Bay & Stake on the East-Bank are
about in range of those Scattering trees. we had 10 feet on the
Bar one third tide of Flood. after leaving the Bar Steer
S by E $4\frac{1}{2}$ E for that part of the distance to the Shoal
Makes of to the East of the Cope 6 Miles distant went about
one mile from it & when past it Steer SSW in 4 fathoms
then as we drew round the Cope SW to WSW untill
the Made (Dog Hand) bearing one point on our Starboard
Bow N by S (Wind) Light at Sunsett came to anchor
(Dog Hand) L House bearing N by W in $4\frac{1}{2}$ fathoms
at 8 nearly calm some little roll of the Sea heaving in
S E. at Midnight quite a breeze from the East

Friday 18th Feb 1853

this Day begins with Cloudy Weather Wind at East-
(Dog Hand) Light-House bearing W by S going to anchor
in $4\frac{1}{2}$ fathoms at 3 am began to blow fresh & quite a
Sea on was Obliged to get under way Wind blowing on shore
& with the gale (shifts to windward) untill Day Light come
so that we could see Bays soon see the Bar Bay

I left it on Starboard Side but it lies of 1 third of a
Mile from the Bar & Steered for the 2^d but perceived that
Mouldsaw was on to a Spit S.E. of the Boy we hauled to the
Northward & left the Boy on our Starboard beam & Run
in N.W. by W. & W. keeping the Sandy point open on ~~our~~
our Starboard Bow & came in round the point &
Beat up within a short Distance from the Light House
& came to Anchor with it bearing N.E. & quarter of a mile
from the shore in 3 fathoms high water & left Bottom went
on Shore & supplied the L House left our Oil in 136
bind to the SW

Sat 19th Blowing tremendously from N.E.
to W. & S.W. could not Sail

Sunday 20th Went to the Mortuary
& fell Cabin

Monday 21st Light Breeze from N.E. & got
under way & at 6.30 & sailed out of the Harbour turn
the Point or tongue of the Island & Run for the first Boy
inside of the Bar Course S.E. hauled to the Eastward
& Point before abreast of the Boy giving it a berth of
300 feet & continued that Course until we past the

the Bar had 2 fathoms the outer Bay is 1 third of
a Mile to far of 1/3 When on the Bar Log Hand
L House will bear N by E & the end of the Sand
to the Westward of the L H will bear N by W 1/2 W
the East End of Cog Hand will bear N E 1/2 N &
the East end of the Sand point on Georges Hand will
bear W 1/2 S. You will see about half way between
L House & the End of the point of Hand a rounding
bank of the Highest trees over On the Main Land
to bear it by W 1/2 S and for it will bring you on the
Bar & when crest the Bar steer in ship W
to it W 1/2 by N that will keep the point of Sand
open on your Starboard Bow. 8 & AM past the outer
Bay & Head South S E until we deepened into 5 fathoms
then haul up S W & S W by W & W 1/2 N at 2 PM the L House
in Cape St George W by S 2 Miles distant in 3 fathoms here
to load our Boats left Mr. Houtman & the boat to work
& beat the Schooner Round the Cape Shoal where it would
be under the lee run into 3 fathoms & let the lantern, we arrive
at 4 o'clock on the SW side into a cove where it was smooth
is a quarter of a mile to Root our Oil Cask over took us just

as we finish our supplies Lost Sight of our Schooner
about 3 miles off just on the Edge of the Shoal the Large Boat
Started with Mr Sherman before I was aware we waited
with our Small in hopes every Moment to see the Schooner
Light at 8.30 discovered a Sail while we were on the Beach
Tartan of in pursuit of her but Lost Sight of her & sailed
off 3 miles before we discovered her Light got on board at 8.30
& found the Large Boat on board took Ship & stood in the
L House bearing N E by E into 3 fathoms 1/2 mile from the Beach
went on shore again to have some articles omitted got on
Board 10.30 AM & set all Sail for Pensacola (Wind) E
thru) WSW to clear Cape St Blas point & Shoal
& when off there the had (repeated) soundings from 9 fathoms
into 6. then 7-5-5 fathoms (Brace) is considerable
See ~~at~~ So ends the Day

Merid from E Tuesday 12 Feb begins with stiff
took my Dip from Cape St Blas Shoal
in 5 fathoms & Steer N by N by N sailing 7 or 8 miles per hour
at about 11 o'clock (Heavy had) took in Gaff-top sails
made a Brig astern (Drawing up with us but the wind
Increasing got no nearer to us & rather kept off to Leeward
of us & becoming rather thick lost Sight of her at 1 PM

A heavy sea on S. (wind) & S. (wind) & S. (wind) which
(was near Harbours) had I been at once we were a short
distance to the Eastward of the Fort on St. Maria Hand
Haul up which I might see the Man of War. Inside to
many Breakers to make the Fort on St. Maria Hand
to the Fort on the Lake side the Entrance Breking Sea
went the Bar brought the Fort on S. side to bear 111°
to Star for it until the Light House bore N. then run
for that following the Breakers on the Middle road I
when round Star N. E. & came to anchor at 2.30 in pilot
boat (could) get off to us. Shortly after getting our best Bower
Anchor it came on to blow tremendous from SE to SSE
took down our Square Sail & Booms & continued so during
the night - Washington Birt & Hoof of War saw
Steamer sure by 23rd Feb 1858

Wind had to 11 PM W. & blew tremendously
until 4 PM then moderated a little. Repaired the Lamps
& Oil Bitter that was all we were ^{Born} to have to get our Oil
on shore

Feb 24th 1853

fine pleasant weather being

to 1st Lt went on shore early this morning & supplied the
Pensacola Light House return on board got under way
& sailed out of the Harbour Steer first for the Fort which
the leave on our ~~W. L. H.~~ Starboard hand giving it a quarter
of a mile berth then Run S by E untill the Fort bore N W
then Steer S E untill over the Bar the Best of the Water
is to bring the live Oak trees where the Large Iron Barracks
now stand on the West corner of the Fort on St. Rosin
Hand which will bear it by W & then Steer S by E this is
Mang. War Mark but drawing a Light ~~Drift~~ ~~mark~~
we can haul out sooner to the Southward & crop the end
of West Breaker, wind light & variable upon arrival
there W L H untill 3 PM then come in to the Southward
& went to Beating along shore toward Mobile to our
Next L House at Midnight fine Breeze to 1st Lt

25th February All this Day Light
Breeze & variable. Current set us well out from
Land & Hand & Coast. Not get in over the Bar untill Sun
set L House bore N W when on or Cropping the East
Breaker ~~was~~ in 3 fathoms Steering N W for the
Light House on (Land) Key. & hauling anchor as we

Drew up with it past the point of Sand Shoals
into the Westward & came to anchor the Light House
on Sand Key bearing S E $\frac{1}{2}$ N. 5 in 3 fathoms

26th Supplied the Light House
got under way for Mobile point & Home arrived
at 130 PM anchor East inwards the Beach in 5
fathoms Supplied the L House is got through at
Sunset, got under way & proceeded up the Bay
(Wind to Southward) Thence from N. by E to S by W at
Midnight past the Lower Bar a Number Sail of Vessels
Lying there

Sunday 27th Dec 1853

All this Day fine pleasant Weather Wind to the South
at 2 Am ran aground about one eighth of a mile to the
Eastward of the Lower Stakes at the entrance of the pass
that goes up to the City being Night could not see the Stakes
One Bark & large Schooner still further to the Eastward,
When Day light came (see where we were at 9 Am
Ran out our Chrange & bore her head to the Southward
got sail upon her & got of Man for the first Stake left
ast - Close on board on the Starboard hand of us & stand
for the 2^d Stake left that on the Starboard hand of Whiting

the 3^d Stake & anchored a short distance above
Clat-coe on the Starboard hand to keep out of the
way of Steam Boats & vessels further up are 2 Stakes
the Left Hand one is the turning Stake which you
leave on your Starboard hand & haul in to the spool
& when you get the other Stake in Range with
the one you just past keep the in Range which will
carry you in the deepest Water.

Monday Feb 28th begins with foggy
Weather Wind to the Southward went & supplied Choctaw
Point L House a New Lantern is now putting
on the lower large plate glass & is only to burn
five Lamps at this place the House is Drowned
the Keeper Mr^{rs} Fillebert & several others the Dwelling
was destroyed a New Dwelling of Brick is now built
after finishing went up to the City See Louisa & family
gave her fifteen Dollars for herself & girls —

then Bought our Groceries & 50 Shats of tin & started
for our Schooner a stiff Breeze up River got 4 Letters
from the Custom House before we started & began
to thunder & appearance of a Squall a Squall of
Wind & Rain got on Board at Sunset before

it came at Midnight Wind to

Tuesday March 1st 1853

got under way Early this Morning to proceed down
the Bay past all the Stakes to the Right of us
& when past the Last Stakes Steer S by E for
3 miles then S by E (Down the Bay a stiff wind
from the N. at 10 am Ran between the fleet of
ships & here too I went to put Letters on board the
Steam Boat - Arg. A. Holmes Commander & his son
Samuel Clerk returned on board & sailed down &
out by Sand Island lower the Bar & then from S to
S by W & shut in Dorset Island the East end a long
distance by East end of Sand Island & across the
Shoal Ground which makes of from Sand Island
2 miles Distance in 2 fathoms & then Deepen Sailing
in 3 4 5 6 7 fathoms & the wind up with W for Pitobog
Island soon the Wind came into the NW went to Weather
toward the East Entrance of Horn Island at Midnight
Stiff Breeze from the West

Wednesday 2^d 1853

Begins with stiff winds from the Westward Beat in
over the East passage of Horn Island had not left there

2 fathoms in the Bar track Ship but a very short
Distance of the Low Sand point of Horn Island the course
with a fair wind bring this point to NW & run for it until
over the Bar then N W W until past the point then
N W for Round & anchor in 2 fathoms about 2 miles from it
in Soft Bottom if Bound to the Westward you must
Steer about S E to Clear a long Spit which makes of Round
Island about 3 miles South of the Island it is hard
Sand & when you pass it haul up S W. N W. W. & W. W.
Sailing in Soft Bottom not having more than 9 ft. of low
water for a long Distance & when Round Island bears
N E you will begin to deepen & soon will have 2 fathoms
Soft Bottom then keep N by E. S. N. & N by S. Nothing
in the way. Went on Shore & supplied the Light
but on no repairs as a new Lantern & all new lighting
Apparatus will soon be put on return on Board at
Sunset

Thursday 3 March 1853

Went to the N got under way at sunrise Sailed for Boboli
Light House & arrived & came to anchor Light House
bearing N by E 2 miles Distance in 10 feet water went on
Shore & supplied the Light House returned on board after Dark
Blowing fresh from the South

got under way at 8 PM & beat out into 2 fathoms
& come to anchor L^t at Bolosi bearing N by E 5 miles
Distant Blowing heavy let go our Large Anchor at
Midnight Wind hauled to West to finish the Day

Tuesday 4th March 1853

a heavy Wind from the NW untill 9 am & then
began to Moderate & fresh. Colm got under way
at Day Light & sail for Cat Island L^t House
about 15 miles stand NW by W untill past the high
Land Hill on the East End of the Island then run WSW
keeping one mile from the shore running parallel with the
Island & you will be then in the Chanell of Pop
Moranna & when Cat Island L^t House is abreast
they & one mile distant come to anchor in 2 fathoms
Soft Bottom came to anchor at 8.30 went on shore at
9.30 & supplied the Cat Island Light House the Kup
absent got a plenty of good Coconuts Return on board at
2 PM got under way with a fine Breeze from the
South for Pop Christian L^t Houses stand N by E for 2 miles
then hauled to the NW & when Pop Christian L^t House
bore West W run for it untill within 2 miles & come
to anchor in 10 feet Soft Bottom at half tide

about 1/2 mile S.E. of the Board Beacon at the mouth
of the Pop. Blowing fresh

Saturday 5th March 1853

Went on shore this morning to Suppl^y Pop Christian
L House fresh Wind from the S.E put on 3 fifteen
Gush Kettles Bought 3 Bushel Sweet Potatoes
Returned on Board & prepared some for going up
into the Lake as soon as we could Charter a Bepell

Sunday 6 March fine pleasant Day

Wind to S.E. four with myself Went on Shore
to the Episcopal Church after Meeting My Men
Returned on Board myself having took Dinner to a
Public House and a Meeting in the African Church
in the afternoon then Pastor a Whiteman living 3 miles
aid not arrive untill I was nearly through he gave
an Exhortation & closed the Meeting it is a Methodist one
Returned on Board at Sunset praise the Lord for
the Sabbath that he has given us to do good & get
good

7 March

this morning Went 7 miles to the S.W. to the
McLane Light Ship Lying in Marianna Pop. &
Suppl^y her 221 gallons of Oil & 84 on hand 305 Gb

James F. B. Kornbeck keeper Protestant of Denmark
his Father Living now in Orleans has recently wrote
a pamphlet - the Gospel Readers Guide offered to
the Young & Unlearned. published by the free Protestant
Bible Society. Matthew Mark Luke & John. one Gospel
wrote by four Evangelists.) but on Eight Burners it
is the first L Boat that I have seen with Brop Lamps
& Reflectors. of 14 each 40 coppers make worn out but Hemming
Navys Business & poor coarse unfinished apparatus - set out
on board) Tuesday 8th March 1853

all this Day fresh Wind from the
SE preparing our Supplies for the Lake as we
know where to get a vessel to take on our Supplies
Raising a considerable part of the Day

Wed 9th March 1853

Still waiting for a Sail or vessel to come along
to Charta her

Thursday 10 March

Still Lying here

Friday 11 Still Waiting

Saturday 12 fine pleasant weather

the Imports of this District of Lead better

Came on Board to see me & give information
about Lightening Apparatus & Light Houses & Keepers
his district begins at the mouth of Mississippi River. Lake
Pochotrain. To St Marks. he is Capt. of the Engineer
Corps at Washington & appears much of the Gentleman
Went on Shore & was with him all the Afternoon
& Evening & Stayed all Night on Shore at the
Mountain House

13 March Sunday fine pleasant-weather
all Day Went to the Episcopal Church in
the fore noon & in the Afternoon had a
Meeting for the Methodist Colour Church
a Linnæ Carter officiates for them but he insisted
that I should occupy the pulpit and so I had a
pleasant & profitable time a Schooner arrived here
from Cape Monrovia about 20 tons but saying
none her name is Elodie. Capt. Peter Gentileucci is
the owner being a respectable Man. — —

Monday 14 March Wind at
N.E. Went on Shore this Morning to check
the Schooner to take our Supplies upon the Lake
for 7 Light-House & one Beaver at Proctorville

in Lake Bougain took in our Supplies at 4 am
Raining & blowing from N. by E. Left our Schoon
at 6 PM & Stopt at the Wharf & slept with the Capt
at his House & Sailed for the Lake at 9 PM &
arrived at Pleasantons Island Light House in the Regular
at 2 am this Morning Tuesday 15th March 1853

This Day begins with fresh Wind from the N. by
E. went out to the Wharf landed our Oil & then
got through & Sailed at 9 PM Stopt at Bon Guera
Light House 4 Lamps & supplied it put on 4 Buns
& Sailed for Chupunta L^t 24 Miles Dist -

16 March 1853 Wind at N. by N. by E

arrived at Chupunta L^t at 8 am a very good Wharf
to Land our Supplies put on 7.14 Sacks Necessaries &
Sailed for Manshar at 3 PM a stiff Breeze from ESE.
& arrived there at 6 PM blowing fresh tided all Night
with Mr Williams the Keeper Storming Night

17 March 1853

Moderate winds until 5 PM then Squally
Supplied the L^t early this Morning & at 11 am
Sailed for New Canall Light House Cause LSE
22 Miles Distant & arrived there at Midnight

18 March 1853 fine pleasant-weather
Supplied at Canal, Bayo St-John, by the Rail
Road L House, & got through at 3.30 PM at 4.30
left the Schooner with Supplies of 44 Gall Spring
for Mexican Gulf Beacon put it on the Rail
Cars bound to St Orleans. arrived there 15-Minutes before
5 PM put it on a truck immediately & trav'd half-
a Mile & just arrived at the Depo in time to start for
Lake Bourgn. Portersville L House at 5 PM, follow'd
the Course of the River. Down 12 Miles & nothing but
Gardens or land planted with all kinds of Vegetables
this Brought us to the Depo where I found the gentle
man that had Charge of the Beacon Light at the
Lake. his Name is John Bear. Now we have
17 Miles from the Lake started at 6.30, & for about
12 Miles stop'd several times to Land passengers, at
8.30 arrived to the Depo at the Lake there is one
Public House here kept by a Spaniard & 2 private
houses found here an Irish Man a Whittier man & is
employed by Mr Bear to tend the Beacon & get 25-
Dollars per Month & feeds himself. We went down
one quarter of a Mile on the Rail Road wharf built

Out into a Shout Lake 7 or 8 feet Deep the
L House is an Oil pile Draining Machine with
Small House on Shanty with a door it is two
Story high with a Meadow fronting the Lake
the Lantern is hoisted & lowered from this Men door
to drain the Oil is kept in a Long Oil Butt
about 18 Inches in Diameter & 16 Inches of Oil in it.
Soon returned Back to the Publick House where
I found 7 or 8 person thought looking fellows playing
Cards & Drinking I did not like the appearance
of them but found they belong to several fishing
Smacks that was in the Harbour they all soon left
& Myself went to Bed who harm befell me

Saturday March 19. Wind to SE
left the Lake at 6 am for. Mockans had a fine
prospect - fine viewing the Sugar Plantations to the
first Deep 17 Miles there is a high Ridge about a mile
or a quarter wide through which this Rail road passes through
at the most fertile lands there is in Louisiana entirely
Level & yields from 2 to 3 Mds of Sugar per acre Sugar
Cane up about 6 Inches high at 9 am arrived in Lake
and went down & bought nine BB. Molasses at 25¢

Cent for Gallin had an interview with the collector
Mr Lawrence preparing Back came to the Museum
West in & see a Wild Boy of the Woods brought in
Ceylon after 15 Days search when he was found he
was a keep in the Branch of a tree as if it has a small
Wood Head like a boy 1/2 hand 5 feet. runs upon all fours
cannot speak his food is raw Meat. & is considered a species
of the Orangoutan - & likewise see a Sea Monster 100
103 feet in length with long jaws wide fatter teeth & 12 ribs
from the Back Bone curving under say about 5 feet
long & extending 40 feet along the Back Bone tapering off
to nothing the remainder is the Tail part to a point
Likewise see a Tiger a Bear Catamounts several other
Animals - Likewise the Chinese Family & many
other curiosities, return to the Railroad Depot &
Waited for the Schooner arriving at 5 PM & at 8 sailed
from the Rail Road Wharf it has been extended out
from the Old Wharf 500 feet into the Lake. Midnight
of Paint Assin

January 20th at 5 PM arrived on board
of our Schooner at Pape Christian. been absent 6 Days
found everything well at 6 PM took a Rain
squall from NW

Monday 21th March 1853 wind at SE
Discharged the Schooner paid Capt. & Gentilinus
110 Dollars Much of a Gentleman at 3 PM Sailed for
Ship Hand L House Steved Down Ely & arrived
to come to Anchor 2 Miles to the E of it in 3 fathoms
the evening Rainy

Tuesday 22nd March 1853 Wind at
N got under way & sailed Down near the L House
(which is built about a Quarter of a Mile from the
Point of Hand) & near the North Side of it Light
House is up Lantern on high (not glass) left 30 ft
Butt & 2 Landing Cars Sailed at 2 PM for pass Later
at gave Ship Hand point a small Birth Steved out
South half a Mile then. S Ely E to Clear the Channel
five Hands at 3 PM past it the old dwelling of the L House
standing with a comb all ready to tumble & bore SW by S
2 miles distance at 3 PM then Steved SE 5 Miles & winding
of until 4 PM then Steved South West North by S 5 fathoms
in the Last Hurricane this Hand has been all cut up
into a dozen little Hands at 6 we Steved SSW at 9 miles
at E pass Light of Deck bearing SSW took in sail &
bore to bearing fresh at Midnight heavy Rain

Wednesday March 23 1853 Blowing fresh from
the NW & hummer of sail of beids of a ~~Mangot~~
outside & inside of the Pass Pilot Boat some distance
outside could not speak as came in safe without
a pilot Run up Pass later & down to NW pass
& went on shore & supplied before night

Thursday March 24 Light Wind from
the SE until 1 PM got under way. Hght at the
Bakere where I found a Bl of Oil sent by the Coll
for South Pass Light & I left. Across I went to say that
the Boatswain Officer Mr. Riley & myself came to the
Conclusion that it was best to send it Back to Chertsey
in ~~the~~ the next Boat that runs as a packet & that he would put
it on Board of her & was going up himself bought a
Bl potatoes 2.25¢ Returned in Board full away
& laid up to the Head of the Pass & came to anchor
at 9 PM

Friday March 25 1853 fresh wind from
SE went down the South Pass & laid up the Light
& returned Back at 2 AM then with more Supplies went
to Deer Island & House & cove to supply it but the
assistant Keeper said he had Order from the Keeper

Not to receive anything from the Oil Vessel as he
is sufficient of Every thing but I left him & Box range.
this is an Iron Light House 75 feet high & will
soon blow down if not taken down within 20 Years
(Return on Board) & Sailed Down the SW Pass &
came to Anchor at Sunset at the usual Anchoring place
at the Mouth of the Bay which is fast filling up
Saturday 26th March 1853

Fine pleasant Weather Sailed the Oil & Gas Light
& got through with the Oil at 3 P.M. put on 22
Burners complete left one Oil Butt & Stand could
not finish the repairs upon the Light's Apparatus
at 4 P.M. & Squall from the N

Sunday 27 Blowing Heavy from the
N all Day

Monday 28 March 1853

Fine pleasant Weather & Light Buoys took us
until sunset to finish Re-hanging the Rafter's & regulating
the Lamp putting them in their proper places

Tuesday March 29 Went on Shore
to the L House Saw every thing was right took the
Companion of the Establishment signed By Keefe

Return on Board Write 3 Letters of to the Government
As to Shorter of Jenkins See L H Board Westington
City, bore to my Brother bore to my wife Weatherford
got under Head Light Breeze to go out of the SW pass
bore on the East Side half a mile above the state
tide running 3 or 4 knots made Down Sails to fasten them
by appearance it will be more likely to get of
without Steam got the Long Boats Kedge out on
the Harbours Quarters as the head of the Schooner
was to the Eastward if it had been to the Westward
it would have been favourable, we then hauled out
our Kedge Anchor by the little one see then on shore
kied 45 fathoms of the small chain to hook the end in
to the Stern house to haul the Anchor out by the
Hawser to have taught upon it - but till we could
not get any more to let her haul all night
to kept a Watch ~~in~~ hopes she would slide off before
Morning. calm.

Wednesday 30th March fine pleasant
Morning nearly calm found the head block of a Little
Maver the Channel but Lying across the tide there was

Wet - but 4 feet water to the Leeward 8 feet at the stern
but - 5 ft under the Bow took the Chain from the stern
unpacked the large chain from the Anchor & took it in
to then hauled in the small chain at same place & hove
taught which was a beam of us then weighed the keeze
under & took it out - to prevent her shooting ahead &
have taught & then commenced all hands at the vessel's
& after heaving 2 hours & gaining inch by inch made out to
sway her up head to the tide & hove her away from the
shoal which had made against her & glad enough
to get clear. Came out over the Bar at 11 AM, the
Steam Boats would have liked it much I suppose if
they could have got a hundred Dollars out of me
to get her of but they had not the privilege to do so
at that time. My departure for Timbuctoo Island
steaming West to supply Ship Island Light-Boat
outside Ship Island shall be what I can learn at
at 6.30 PM abreast of Timbuctoo in 7 fathoms 5 miles from
it - hove up 16 by 1 at 11 PM hove to to wait for daylight

Thursday March 31st 1853

all this day fine pleasant weather hoped to have
too until 4 AM then squall away & hove 16 in 5 fathoms

at Day Light - About of Ship Hand Woods about
25 fathoms in sight - about 3 miles to the westward of the
High Woods Summer Residence for the Country people
Hand out 116 to Cross the East end of Ship Hand
Shoal at 8 AM got near the Southern Edge of Shoal
a Steam Ship to Anchor to see the Light Boat - bearing
116 is the Steam Ship bearing 116, I after running
a considerable distance towards the Steam Ship
perceive that she is well as we there on the South
Side of Ship Hand Shoal is the Light Boat on the
West Side which is the inside is just before we
came up with the Steam Ship she got under way
is soon close on board of each other is have about 100
is then after her is we there & kept 5 fms in 24-53 fathoms
until we ran the Light Boat out of Ship is the woods
on Ship Hand bore it by & kept of which is to make the
in 24 fathoms is in a few minutes up in 45 fathoms
Soft Bottom Steam Ship 4 miles to the ENE of us as soon
as we kept of it she kept of the dare not cross the
Shoal before she came here to survey this that his
not acquainted he followed us some time let his callows
for us to leave to as I suppose but the wind being light

& anxious to supply the Light Boat kept on
my course. I had spoke him as he passd me &
told him that we wanted to supply the Light Boat
he told me to follow him & he would pilot me
around it to the Eastward but she outstrips us & got
far ahead I concluded not to follow her any further
(did not know but she was bound to St. Orleans. away
on the Square away & even the Shoal it appears after got on
Board the Light Boat that their Boat went out to the
Steam Boat & they wanted to get a pilot but could
not obtain any from the Light Ship the Captain absent
to Cheworleans & has been 27 Days & they are nearly
out of Provisions & suppose that the Captain has run
away or will not return back. We see the Steam Boat
come to anchor he might follow me to the Light Boat
& then I could give information that he had not got
about the Shoal & where the next harbor he could get
into, this Light is Capt. J. Pleasanton. Lies on mile
inside of the Breakers which is the only part of the
Shoal that Brooks is of course is the shallowest part - it is
where the Steam Boat Gaberton was cast away but
there is nothing to be seen of her now this Light Boat

is now (Maare) nine miles WSW from where she left
last Spring when I spoke her on my homeward bound passage
from my Last Light House Vermillion Bay. This Boat
is entirely too small. In Feb last tore up the hull &aving 1/2
year & there has been nothing been done about the repairs since
we supplied the Boat with Oil she was fitted to
with 2 Lamps but one was knocked overboard out of the
Lantern in the February Gale. & has not been replaced
it is burning one Lamp with nine round Wicks on its top
got through about Sunset & sailed for Point Defu
Light House Thru Melville until we struck 3
fathoms on Racoon Point Shoal then hauled up. Wgy
kept a shoaling gradually into 2 1/4 fathoms (hard) Bottom
hauled up. WSW & after some time deepened into 2 1/2 fathoms &
kept of Wgy & W & kept of & on tracing the Shoal
Round in 2 1/4 fathoms & when we got Soft Bottom in that
Depth of Water Thru Arch W for point Defu & it
20 Miles & made it ahead at 11 PM fine pleasant
Weather

Tuesday April 1st 1853

fine pleasant weather came to anchor at 1 AM
Point Defu Light bearing Arch E 5 miles Dist in
2 fathoms - Soft Bottom got under way at Daylight

& Sailed in for the Lt. & came to anchor 3 miles
from Point O after Lt. House bearing S by E went on shore
& supplied the Lt. the Gally ruses attacked us as soon
as we got on shore & had hard work to keep them of-
I ran ~~at~~ into the Keepers House where it was full of
Smoke to get clear of them but could not stay there any
longer before they boarded me on the Right & Left
on the Bow & Stern determined to have at the loss of many
lives some of the Yankee Broads to sink & they got some
in spite of all my exertions to keep them of. I got into the
Light House took an account of the Oil on hand & the
boarded my way up into the Lantern a few fellows were
there built up a charcoal fire to get clear of them
it took us all day to put on 5 Reflectors & when the
Remainder put on our armor complete & left just
at dusk for our Schooner being right against us got
on Board at 8 PM Midnight Monsoon Breeze from SW

Sat April 2^d 1853 fine pleasant weather
got under way at Day Light Wind S by E & stood
to ~~the~~ S by E 3 miles took Ship to the West & at 11 am
came to anchor one mile from the Light Ship & at
Atchafalaya Entrance bearing from us NW by N ^{2/3} a long

Distances his between us & the Boat - about 6 feet
of water upon it - I did not know it - when I came
to anchor there is a Stake on the East - & west end
of it - the course to run in is to bring the L Boat -
to bear - N by N by N - leave the Stake on your
left as you pass it - then you are inside of this long
Shoal - Went with our Supplies & soon got through
ramp - & oil out of our Boat - into the Oil Butts in
the fore part of L Boat - overboard the Butts found
two rusted out - we left repaired three that had several
holes & raised them up they have not been examined
I suppose since the Boat has been Stationed here the light
Went to L Orleans & one Man gone after him about
50 Miles. the Boat has one Lantern & a swinging
Lamp at 10 inches Diameter on the top of flat with 12
small tubes for theicks to burn in - returned on board
at 3 PM got under way & started N by N until we got
into 2 1/4 fathoms then N by E until lost sight sight of
the L Boat - then West for to clear the 7 Small Banks
which lies 6 Miles from Land & bears S by E from Penrillon
From L House 15 Miles at 6 PM made them bearing N by

ch & part the South one at dusk it is a small one
the next on inside is quite a long one probably $\frac{1}{2}$ a mile
long part about $\frac{1}{2}$ a mile to Southward of them in 2 $\frac{1}{2}$
fathoms hard bottom & then part about a mile there
N.W. for Vermillion Bay light - or there that course
until the L House here N.W. & then ran N.W. for
the Light House & came to Anchor with that bearing
in 11 feet & the Live Oak Hammock bearing N.E. by E
Midnight Pleasant

Sunday April 3rd 1853

from (Wind) from N.E. until 4 PM then South
at 8 PM a heavy Bank in the night appearance of
a Squall before Morning Lying with our best lower
Cannon

Monday April 4th 1853

at 1 am took a heavy Squall of (Wind) with a little
Rain it took the Anchor away she went unheaved
it would soon be over & Drago About a mile & let
go our small anchor & brought her up bit has blown
tremendously until 4 PM when it began to moderate
a little at 6 o'clock got under way & beat up towards the L
House & came to Anchor with it bearing N.W. 5 miles

Distance to the Large Live Oak Hammock bearing
up & by it 3 miles ~~in~~ in 44 fath-water soft-bottom
being fresh at 11 AM & 5 PM

We now have arrived at the last L House which
is the most Western one that we have ^{over} supplied this
has been our limits we have now been absent from
the Beaufort 4 Months & 3 Days. I was detained in Key
29 Days before the Marshal could liberate the Schooner
from the Demand of the Coast in favor of the Salvors

How good the Lord has been to bring us thus
far towards the end of our journey although the Schooner
has been on shore on Florida Reef she sustained but
little Damage she might sustain more & been a total
Loss & cargo too. We ought to be thankful to God our
Heavenly Father that it was no worse provided be
his great name for his goodness & tender Mercy towards
us We now have 3 more Light Houses to supply
in Texas & then ^{thence} our Little Bark towards ~~the~~
our Home

Tuesday 5th April 1853 All the Day
fine pleasant weather flying from the Light six miles
from Vermilion Bay Light bearing SW by the Live Oak

Hammock bearing S.E. by N. 7 or 8 miles Rowed to the
Light House with Bath Boat & Supplied it put on 8
Burners & Reflectors. Had a good Dinner to the
Keeper House himself absent - got his Cister Tongs
& then about one quarter of Mile I caught as many Woters
as the Thanta in a short time Left the L House
at 5 PM & was 3 hours before we got on board the Schooner
& the Long Boat 5 hours. Latter part Light Burns & Splendid
Wednesday 6th April 1853

Begins with fine pleasant weather Wind S.W. & Light
at 6 AM weighed anchor & sailed for Galveston. Texas
Light. Wind from N.W. & then South & rising our water
from 10 feet into 2 fathoms just in sight of Vermilion Bay L.H.
of Clark bearing N by W 13 ^{miles} the Live Oak Hammock bearing
it by E 10 miles & at 11 AM 3 fathoms Soft Bottom. Rising
up the W. at noon 4 fathoms at 1.30 PM got into 2 1/4 ft hard
Bottom at 2 as 3 ^{1/2} fathoms into 4.5.6. at 3. we tacked Ship to the starboard in
7 fathoms. Left Bottom at 5 as Shook our Water up to 2 1/4 fathoms
Bottom 5 2 fathoms Ran a considerable List in 2 fathoms before
tacked Ship of Shore at 5.30. Soon depressed our Water & into 6 fth
at 6.30 PM tacked Ship

Race untill 8 on a N by W Course Hoisted again into
1/4 fath 3 fath of Shore untill 10 then to the Westward
had no more Hard Bottom during the 10 in 76 (mainly
pleasant weather) Thursday 7 April (All this Day
fine pleasant weather at Day Light in sight of high
Mounts to the N & East of us stood in for the Land & as
the Dredge Reeler found the Woods to be the Main & a
~~Large~~^{Marsh} between that & the Beach was ~~then~~ there in sight
Tack Ship at 10 am in 1/4 fath 3 fath Soft Bottom 2 Miles
from the Shore shortly after Tacking Ship it fell calm
& found a strong Current setting Eastward came to
anchor in 4 fathoms. Could see no trees to the West of us
at noon got under way (Wind Sprang up from N by S & went
to Beating along the West Coast of Louisiana fine Beating
Breeze & Smooth a Midnight Pleasant weather. Wind SSW

Friday 8th April 1853

this Day Begins with Moderate Breeze from the Shore
& pleasant & Smooth Sailing in 7 fathoms Steering W by S
at 10 am 5 fathoms rather Hard at Anchor Dredge into
6 fathoms Soft Bottom Latt for the 39.29 in 7 fathoms
Land in sight ^{most fair} Broken Woods. at 3 PM a Schooner past
3 Miles to Leeward of us bound on Steering E by S apparently by
the Wind under his Lower Sail,

the Judge ourselves about 20 Miles E by N from
Galveston Entrance and so made on our Lee Bow at
Mast Head Bunches, as we drew up with them there was
a high Sand Hill by the same some large House with 2
Chimneys and Houses & a few Scatterings Trees ~~the~~ of all about
half a Mile long. We have been a Steady Time Moon
1st 1/2 S at 2 PM WSW at 3 SW by W at 4 no SW at 6 this
Place of Houses bore N W by N at 7 PM made Galveston
Galveston Light Bearing 2 points on our Lee Bow
WSW. hauld up SSW. Wind SE & in 7 fathoms Soft Bottom
on All Sail Set going Large & apparent Warm Evening
at 7 no have too fresh Wind from SE & in 8 fathoms Soft
Bottom Light Bearing N W

Saturday 9th April 1853

begin with cloudy weather Moderate Wind from SE have to
beating for Day Light heavy Snow heaving from the SE at
4 am nearly calm Nothing thrashing badly in 9 fathoms as soon
Day Light came bore away for the Bar of Galveston
made the Bow on the Bar Pilot Boat beating out
to us. took a Pilot at 11 am Squared away Pass the
first Bay on the N kept it on the Starboard Hand it is
lost to the Bar Stern in N W by N for the 2 Bay which

is in the Chancell at one third of a mile from each
other between which you will have. According to the
tide we had the best water 10 feet at $\frac{1}{2}$ Ebb the
Two Boys ranges nearly with the L House at 11 AM
Came to anchor with the L Houses bearing S by W
one mile distant in 4 fathoms soft bottom the City
bearing SSW 4 miles distant passage up quite narrow

went on shore & supplied the Light House
with Oil put the Apparatus in order by filling down
the Outside Burrow they are there, this is a new Establishment
went L H with 18 Lamp Iron L H Cast Iron remaining
Steps which follows around the Key Post - A. BARNES.
Keeper

Thursday 10th April 1853 fine pleasant
weather went up to the City all hands Mr. Sherman
& myself were the only ones out of all my crew went
to Church. Which was at the Methodist Church from
Minister I sat & listened to one of the greatest discourses
that I ever heard from any preacher his Text was Ye
Must be Born again or you never Can See the Kingdom
of Gods. after the Church was dismissed I gave the
Minister something to assist their Bible Society. & then

to the Clasp Meeting an interesting Clasp Leader
he & his Wife & 2 Children & myself walked together
quite a long Distance towards their House & signed
of them about a publick House to get Dinner & they
pointed out one the West-Square below just about
taking my leave of them his Wife says to Mr. Come go
With us to our Home & take Dinner with us I accepted
of the Invitation & went with them to their House for
it will furnish his Wife kept a Milliner Shop. & three
bookbinder German girls which were hired to sew
set down to a good Dinner & spent an interesting after
noon with them. their names are. Robinson
took my leave of them at 5 PM & returned on Board
at Sunset 4 Miles to the Schooner.

Monday 11th April 1853

all this Day fresh Breeze from the SE, but heavy
thunder at 8 PM blowing very heavy, took 250 Gallons of
Oil up to the City for to supply the Light Ship lying
at the Wharf but the Inspector of Lights at this Des
patch said the Boat had to be here out to repair & we did
not know when to thought it would be advisable not to
leave any Oil for her - bought some stores for

The Steamer to Return on board & then went on
Shore at the L House to have a few letters &
came on board at Sunset

Tuesday 12th April 1853

All this Day Blowing fresh from SE to S E the
Sea Steamer Louisiana came in at Noon from Moles
& a Brigantine likewise Drawing 9 1/2 feet - Struck
Heavy on the Bar while crossing it a heavy sea
running one Bark lying outside to anchor. Rooding
& Fumbling tremendously cannot come in before the
Wind & Sea abates. Went up to the City & returned
Back at Sunset

Wednesday 13 April 1853

Blowing fresh the first of the Day from SE
Latter part heavy Wind to SE. the Steam Boat
Louisiana left at 5 PM for Matagorda the last Steamer
previous that left here was 3 Days detained outside the Bar
before she dare venture in over the Bar only Drawing 8 feet
this Evening it had the appearance of a Gale by the
Clouds at 8 PM Clouds disappeared Barometer rising

Thursday 14th April 1853

a Changeable Day of Wind & weather it has been
all around the Camps with Thunder Lightning & Rain
at 9 PM fresh Breeze from SSE & Cloudy one Large
Loaded Schooner came in this afternoon

Friday 15th 1853

begins with Moderate Breeze from S.E. at Day Light
a Strong Current Setting in 2 Barks come in this Morn-
ing quite smooth on the Bar but could not beat out
until the tide made out which will be at 4 PM. at 9 am
I went up to the City & while there the Wind was all round
the Camps with Shaws of Rain until 1 PM then the Wind
shifted to the NE & Round to SE. & blowing fresh sent my
^{boat} Board I went down in the Pilot Boat Capt Wilson
got on board our Schooner with himself got under
way at slack water which was then half Eb on the
Bar beat out & past the inner Bay which lies 1/2 mile from the
Bar bay bearing NW made on tack to the SW between
the 2 Bays the Pilot then Left us here about 8 headed
up E by N & a Strong Eb tide fetch out to Mindward
of the N Breaker about half a mile the least water 11
feet & soon deepened into 34 1/2 fathoms & when run of the Shoal

The Light on Bohoar Point NW by W 1/2 W Bar bag
S.W. 1/4 of a Mile Tacked Ship in 7 fathoms & headed
up S by W. quite Moderate at 8 PM the Light Bore
N by W 12 Miles Dist & soon lost sight of it at 10
over East Sailing 4 Miles per Hour

Saturday 16 April 1853

Begins with Cloudy Squally looking weather then during
Lightning at 2 AM took a squall of Wind & Rain
& continued raining & pouring down Wind Moderated
& variable till all sail at 7 & 8 AM then the Ebb
backed to the NW at 10 AM past a number
houses on the Beach & scattering along the Beach
a Large Lagoon inside at 9.30 past Matagorda
Island or City stands about 4 Miles from the Sea beach
at 10 past a Schooner in sight about 9 Miles from Matagorda
at 11.30 Made the L'House bearing WSW at 1 took in
Square Sail & Gaff Topsail at 2 as we a Small Shoal
Get under way & beat out through a Small Channel
it proved to be the Pilot Boat from which we took a pilot from
it being Eb tide came to anchor in 6 1/2 fathoms L'House
bearing W by W 3 Miles distant Light Wind at 4 PM at
Midnight Wind hauled to the NE which brought us a

5. Koch & tumbled a good Seat

Tuesday 17 April 1853

begins with a stiff wind from N.E. & Sea arising
at 8 am found it not safe to Ly at anchor any
longer got under way the keeper Mr Cummings & his
Callow in the Flag Staff hoisted up which denotes 9 feet Water
in the Hollow of the Sea & No way to supply this Lt
(Commander) to go in & run the Risk of getting there about
& When the Flag Staff was in range of the Beacon & glow-
ing with W sun directly for them untill some distance untill
we crossed the Bar & had the net less than 10 feet between
about half way in towards the Light House began to haul-
in both the Starboard Breakers Close on Board untill
our Course was shorter then had to Make several tacks
before we came to the first Wharf 2 miles N.W. of the L House
& came to anchor in 4 fathoms Close on board of the shore
in a fine Harbour Day ends in fine Pleasant weather

Monday 18th fine Pleasant weather a stiff breeze
in the afternoon at 8 E. Went again with Boat & Boats
& supplied the Light House on Behar Point ~~and~~ which
is on the N. Side of the Entrance about a quarter of a mile
from the point of the Entrance a good place to Land in

Common times when it does not blow so hard from the S.E.
the head to Root out. Oil about a quarter of a mile on level hard
ground we should not add it so far but it being rough was obliged
to land further up the River. this is an Iron Light House 76 feet
high with a flight of winding cast-iron steps running around
the large Iron Column hollow within for the clock works
to run down. Revolving Light with 14 Lamp upon 2 horizontal
sides kept by Mr. Cummings Much of a gentleman
got through at Moon's Bottom on Board, when up into
the Lantern of the Light House as far as the Eye could ex-
tend it was one entire level plain of Prairies Land & full
of Cattle & Deer grazing on the finest of feed. a fine
Healthy Sea Coast to Live upon always pleasant in the
Summer as there a Sea Breeze continually blowing, but
a commingled State of Society very good. Sawfully Bad.
plenty of Law but Justice does not touch the Murderer or it
is think at

We are now Ready for Sea as soon as an opportunity
presents itself there is only one tide in 24 hours & that is
in the Morning or about 10 am but the tide runs in nearly
all day & when the Tide makes flood it is high water
on the Bar generally

Tuesday 19th April 1853

All this Day blowing heavy from S.E. Went on
Shore & filled Water from Wells

Wednesday 20th 1853

a fresh heavy Wind from South to S.E. & a heavy Sea
on the Bar one Large Schooner 239 tons Capt. Smith
from Galveston which I see there Came over the Bar this
Morning She only drew Six feet - at 2 PM the Steam
Boat or Ship Perseverance Co's which runs
to Galveston & New Orleans Came Down from

& Stop at a wharf 2 miles above us on the East Side of
the river & the Keeper of the Light House set his signal
on the flag Staff at the Point - hoisted the Colours Staff
Wast that it was to signal to be towed out - by the Steam
Boat - Instead of & sailed up in our Small Boat & went
on Board of the Steam Boat had an interview with the
Captain got his rates of Tonnage for different Drafts of
Vessels from 7 & 8 feet 75 Dollars 84. 100. ---
this Steam Ship 1000 tons Built in N. York there is two more
in the same Line of the same Tonnage the Mexico &
Louisiana, Harris & Morgan are the owners in N. York

& the same firm in New Orleans -

So we have lost our chance of getting out to Day
& now we shall not be able to get out by Steam until
Sat Night should it be smooth & hot then without it
is smooth but in the mean time should a change
of wind & the sea fall we can go out ourselves & if
we had been out all this time since the first Day of
supplying this L^House we could not have done any
thing towards supplying the West Light for it is far
the worst L^H to supply on account there is more sea
& a much worse bar.

Thursday 21st April 1853

Blowing heavy all night from SE & to day a
Large Loaded three Masted Schooner came in this
Morning at 9 Clock & went up the Bay to Matagorda
there is no prospect of our getting to Sea to Day at
11 AM it is now quite moderate the fresh winds begin
to let in about this time in the Day & blow heavy until
Next Morning then ~~become~~ moderates & there appears no chance
for the Sea to go down. at 1 PM Walked down to the L^H
House perched a heavy sea on the Bar breaking worst
from the East to the West Breaker head at 2 PM took a

Ride in a Waggon with the Kupers Brother 5 Miles
to the Westward of the L House there is a Road that
runs through the Middle of this Plain to the SW end
of it it is called Matagorda Plain & the Plain runs parallel
with the Sea & is 40 Miles Strait Course. SW. at 8 PM
Wind increasing almost to a gale at SE & a light Sea
Flying quick



Friday April 22^d 1853

Blowing heavy all night at 9 AM more moderate
but a heavy sea on the Bar & the wind SE dead ahead
to go out heavy Sueda flying all this Day a Schooner
came Down & anchored close too us, Light Drawing
2 1/2 feet water 75 tons bound into Brazos. She is called
the Emma & Louisa the Day ends in blowing
Heavy from S.E.

Saturday 23^d April 1853

All this Day Wind from SSE to ESE it begins to blow
heavy about 2 PM & continues untill about 7 AM then
moderates down but it does not moderate sufficient
to let the sea go Down much before the wind sets in
strong again. A Schooner lying near us cannot beat
out barely drawing 2 1/2 feet water the Mail Steam Ship
Mexico Capt Place Master came in this Morning from
New Orleans gave us papers to the 19th Inst at 9 PM coast
& leaving fresh

Sunday 24 April 1853

from midnight untill 6 PM pleasant weather wind
to ESE. went on shore & held a meeting in the

Shut House a large Congregation assemble
for small a place & scattered 3 or 4 miles around
took 24th Chapter of Matthew for my afternoon
discourse showed them the coming Lord was near
& urged them faithfully & affectionately to be ready
on Eternal life & be prepared for that event. There
has been no meeting here at this place for some time
which caused a general turn out of all classes to hear
the Old Stranger Captain. Well we had an interesting
season & I was invited to hold a 2^d Meeting at 7 o'clock
did so & gave a Lecture upon the great Image
of Rebekah more which brought us down to the end
of time on the Destruction of the Kingdoms of this
World. Meeting had as many to hear in the evening
in the mean time wind shifted in a squall from
N. by E. to S. by E. & lightning & a little rain thus ended
a pleasant Sabbath Days Rest in working in my
Master's vineyard. I have now got acquainted with
about all the Inhabitants here they have emigra-
ted from various Kentucky State Maine

Monday 25th April 1853

first part of this Day blowing Heavy at N. N. E
to W at 9 am the Signal was set at the Light
House colour mistea took up showing a plenty
of Water on the Bar but a heavy Fog. The
bark Steam Ship Japsas went out we (dropt down
about one mile but the Pilot said) that it was too
rough to go out & came to anchor about one mile
South of the L. House went on shore & down
to the L. House from there walked about a mile
to the Widow Browns House but did not
went to the next House a few Rods Mr Whitby
lives here & sometimes holds Meetings & took a
part in the Meetings that I held last Sunday. At
this House bought 15 pounds Butter 26 $\frac{1}{2}$ p. (11)
Return on Board at 6 PM Wind N. N. E

April 26th 1853. This Day begins
with fine pleasant weather Wind at N. N. E. at
Day Light W. & get under way at Sunrise Wind
N. N. E. & a strong flood tide setting in fetch out
by the point Shoal & beat out nicely over the Bar

Without striking & much rejoined & got out
Without the aid of a Steam Boat at 7 am put
My pilot after paying him 45 Dollars. on Board
the Brig Virginia of Baltimore 14 Days from there
Board in the Harbour with a Cargo for Matamoros
yesterday at 8.30 am took my Departure from the Lth
about losing sight of it bearing S. by E 13 Miles
all sail set 1 point & 1/2 for steering South at 6 PM
Towed in 30 fathoms at 8 PM hauled the light
Sails flying and popping quick we have been making
7 to 8 Miles per Hour & a strong southerly current
at 10 PM bore to the S. by E to the N. by W. at Midnight
quite moderate making her 2 drift WSW

Ucan April 27 1850

Begins with moderate breeze from
East bore to the S. by E light in 20 fathoms Drifting
to WSW at Day light about 5 Miles from Long
field away & made all sail by the rising boat
more southerly & turned to bearing along the Coast of
Texas at noon the bar told to be 26.15. Nine Miles
from Santa Fe at 2 PM made the Shiping lying

there is a Steam packet & as the ~~one~~ Drav up
is a Brig Lying to Anchor some considerable of
from the shore past the Bar in 5 fathoms it lies but
a short distance outside the bar & made several tacks
& beat out where the Brig Lyes Hope her found that
She is from Orleans & has been here to Anchor 14
Days welcome to Anchor about 1/2 a mile
to the North of her & the Light bearing N by S 89
fathoms ~~came to Anchor~~

Thursday 28 April pleasant Weather Breeze SE
quite a swell heaving in from SE. Went on board
of the Brig Capt Rogers a regular trader
here & give me all the information about the
Pilot Lighters & the Depth of water on the Bar
which was about 7 feet & sent a Lighter to be hired
only a small flush Deck Hoop Pilot Boat only 10 tons
& a Bar Bar to cross here I shall get my Aid on
shore I cannot tell, but Capt Rogers told me to let
my Colours & the Pilot Boat would come of their kind
Make some kind of arrangement with Mr Leach the
Pilot returned on Board let my Colours & so on the
Pilot come out came near as I informed him what I

I wanted the Sain that he would take my Oil in
his Boat & Carry it in & was going to the Brig to get
Capt Rogers, & should return Back immediately he did
so & himself & Capt Rogers came on Board & then the
Pilot said that he would not take my Oil on board as
there was no way to secure it on Deck but would tow
my Boat with the Oil ~~box~~ as much as would be safe to
cross the Bar & that he would agree to help take it all
in over the Bar & tow the Boat to the Schooner for
fifty Dollars which would be the Amount of two
pilots & I was compelled to give him ^{that} sum loaded the
Boat up 420 ~~in~~ gallons of Oil & Harker made fast
to the Pilot & gave a long rope of Rope & went in over
the Bar without slipping a Breaker into the Boat, east
of our line when we landed a Boats & then started for
Point Isabel 3 1/2 or 4 Miles distant Landed to a wharf
one quarter of a mile to the N.E. of the Light House which
stands upon an elevated ground & inside of an enclosure of
Barricade work thrown up for a defence & protection the Custom
House & Ware Houses Officers Departments to line in a
small town is about 1/4 of a mile to the North & at the Wharf
(where we landed) was a large Ware House & about

fifty Waggons (Drawn by Oxen) which travel to Brown
South a Distance of 30 Miles to the Rio Grande opposite
to Matamoros they carry goods from the Shipping from
Bracos when it is Lighted up to Point Isabel & in return
Back fetch Hydes & Silver. this is a new Light House
Recently built with 15 Lamp Sockets ~~Make~~ there is still
high & 21 Inch kept this is quite an easy Light to supply
on level ground had the Oil partly Carted & sold paid
fifty Cents got through & returned Back at Sunset is
tarried all Night At Bracos had Supper for all hands
& Lodgings & paid \$1.75 Cents

Two April 29th 1858 fresh Trade Wind from
S.E. went over Early this Morning to the Beacon Light
which is to the North of the entrance on Point Padre. When
Lies a large Steamer a New Orleans packet cast away 3 Days
before our arrival. this Beacon has 4 Lamps one with each
1/4 Inch & consumes one gallon of Oil per Night - the Lanthorn
is hoisted & lowered to trim it - at 5 Am the pilot Boat
took us in Tow & towed us out over the Bar it was very rough
light on Heavy Breaker & filled on Boat was three full
soon arrived one Boat loaded or put on board 225
Gallons of Oil took tow to the pilot Boat & came in

Without Shaping a Sea. Sailed up to point Isabel
(Deliver) our Oil return) Back to Brazos a packet Steep
Boat took us in tow at Point Isabel & towed us
down gave him one Dollar we then was towed) of
Again to Our Schooner calculating to Bring a 2^d Load
on Shore but she was to leave to attempt it - come
near Swamping in Coming Out

Feb 30 April Shift Wind All Day
from SE 5 Schooners were towed out over the
Bar this Morning One was a Large Schooner belonging
to Gal River Capt Eddy they were all center board
Pilot came out at 8.30 AM & took us in Tow
& carried in. in Safety we then sailed up to Bolivar
point & made a finish of our Supplies for the
Light House & Beacon was obliged to leave the
Light Oil in Barrels with 2 fifty Gallon Landing
Casks, & Boat Back to Brazos paid the Capt of
the Pilot Mr Leach 50 Dollars & we were towed
out again & arrived in Boari) at 4 PM refuel) but
we have now finished. Supplying the Last Light
in Texas & the last on this Cruise, we now have
been absent from Home 5 Months & one Day

34 Months 114 (Days from the time we Supplied Lemdia
Haud Light House untill we Supplied Point Barrell
in the Mean time we were Detained in Key West
on Account of Scurvy 7 Days & (Days detained) in
Galveston 59 Days Detained at Matagorda (Wind) &
Bar bound ~~in~~ the whole Number of Days Detained
42 beside at Papahristian waiting to Charter a
Lighter for Lake Ponchartraine Light 24 Days Making
48 Days in all

30th April Continues, hoisted in our Long Boat &
got under way at dusk we had 50 fathoms of
Chain to haul in. Left the Brig Pitt at Anchor
Drawing 8 feet & only 67 feet on the Bar
at 8 PM took my Departure from Point Barrell
Light bearing N 50 W 10 miles Dist - heading up E 1/2 E
thus ends then 20 Hours & Sea (Anchored) begins - - -

May 1st 1853 fine pleasant weather Ship
Boards from S.E. the Lost our observation by
Night consequently we must find by Time Keeping
Dist then 72 Miles E 1/2 E Lat 26.38 L 95.55.

May 2nd 1853 Blowing fresh from the South
& heavy sea on sailing up E 1/2 S by the wind

Sat 4th Chs 37.47 Dist Run 126 Miles L 93.58

Tuesday 3rd May 1853

begins with Heavy Winds from South & Cloudy
heaving up E & E appearance of a Change of Weather
Barometer falling at 4 PM began to Lightning into
thick & rain) increasing at 6 PM Double Reef Main
Sail & Reef foresail at 7 do took a heavy Squall
of thin) & Rain from the West & pouring down
Rains had her under May Sail before it struck
11 from the West & continued Raining for 2 hours at
11 PM Barometer began to rise Midnight Moon Merit
at 4 am & made Sail Shift Wind from NW to W
the have Run 85 Miles Lat 27.50 L 92.33

Wednesday 4th May All this Day heavy swell
Rolling & Flattening in consequence of the Cross Swell
We Sail at & Broke our Squaresail Yard in consequence
of having been Lifted the have Run 108 Miles E by Lat 27.21
L 90.32

5th May 1853

All this Day Delightful Weather & Moderate Wind
from the S first 12 hours & the S & SE & SE run a distance
of 8 miles & then her Course by Compass & Variation E

Ed by I have had a strong Current setting
N by our Lat which is 27.30 has made our course
Ex. N Long 89.00 Caught 2 Dolphin yesterday afternoon
With the grains. I throw away the hole ~~4 Hauls of Boat~~
Current X
6th April 1853.

Commenced with Light-Wind from SE & a Smooth Sea
All sail set by the wind at 1 PM Set our Long Boat
in the Chock Breeches & got every thing in good order
the Course of the Afternoon at 8 PM wind hauled to SSE
Midnight fresh Breeze heading up East
at Day Light Light-Wind at 8 AM Lowered the
Small Boat Down to try the setting of the Current by
letting down 40 fathoms of our Deep Sea lead & line
& found a small current setting to the Northward we
have made ^{our} course there 24 hours Elong. N Dist-105
Miles Lat by Obs 27.53 N

Sat May 7th 1853

This Day begins with fine Delightful weather a clear
Sky & a Smooth Sea Light-Wind from SE by E heading
up Elong at 2 PM N by E the remainder of the Day
has been pleasant Clear weather & Light wind

having 2 or 3 points the have made our
course there 24 hours N E by E; E 85 miles Dist
Lat by Obs 28.32 Long 85.56 at Day Light
this Morning made a Ship on our Weather Bow
& shortly after made one astern coming up with
us

Sunday 8th May 1853

this Day begins with Delightful weather & No Sea
as smooth as a mill pond) Wind S E by S all
Day (S by the Wind) Sailing about 3 Miles per hour
the Bark about 4 Miles astern Draws us very slowly
our Vessel's Copper is full of Small Baricles & her
Skewing I suppose is splinter up which impedes her
Sailing Clouds arising thick all around) wind rather
increasing at 7 PM). the Remainder of the Day fine
pleasant Light flatterings & variable winds
Lat by Obs 27.54 the Bark in Comp

any

Monday 9th May 1853

begins to end, with pleasant weather & Light - wind.
Midall port a stiff Breeze to S E from 7 to 9
the to Midall port) showed her Light rather squally
she broadened Light - Sails & vane, likewise

them ^{to} board the West at Midnight. Park in sight
at 7.30 Am. A little distance in our wake going
about 3 Miles in hour. Lowered my Boat. Kew
took a Bundle of Books & went on board of her.
She is Capt. the Ashua of Philadelphia Capt.
John H. Mortimer. Commanded 5 Days from N. O.
Leans Bound to Philadelphia. I gave a Large number
of Tract Advent papers & he gave me 4 Late
Apostles papers. I found him to be a pleasant
Sociable Man about 35 Years Old a Long time in
the Trade Philadelphia to N. O. Leans gave a
Chart of Cape Canaveral & a Horn Frog as
a Curiosity. Corrected my Longitude by his
Chronometer & found that we were not so far to
the Eastward by one degree as the Chronometer
gave. He took back up them while I was on Board at
9 Am. found the Ship to be in Lat 75-33 Long 27.17.
we ran 10 Miles to Noon & Obs in 27.32.

Tuesday May 10th 1853

This has been a pleasant Day
Sometimes Calm then a fresh Wind Spring up for a
Short time & carrying to All points of the Compass
at 2 PM took a fresh Breeze from the SE the took
the Larboard) tack & we the Starboard) heading up
East & in a short time headed up our course
at Day Light ~~the~~ Bark not in sight at Noon
a Smooth Sea & Wind ESE we have only Sailed
43 Miles for Log 3 Made her Course SE $\frac{3}{4}$ E. our
Obs 27.22 Which is only 11 Miles Diff from Yesterday &
but by our Courses would give her Lat 27.06
Shows a ~~strong~~^{very strong} Current - Caught a porpoise & Din
from him, Wed 11th May 1853

Begins with fine pleasant Weather Caught a large
Dolphin which had a large roe inside had it frye for
supper the Bark just in sight bearing West we
have got nearly all the Bunnicks of the Schooners
Bottom & now can beat the Bark any way & When we
first fell in together she could beat us any tack
at 5 PM see two more sail from Little Breeze

Spang up from W & soon haul to NW.

The remainder of the Day pleasant Wind to All points of the Compass & from a Six knot Breeze for an hour at NW & then run into a Calm one Tail in sight at Mast-head we have Made her Course S by E $\frac{1}{4}$ E by Compass Stead Still we are in the same Lat^t as Yesterday Shows a Westerly Current Lat^t 27.22 Long 84.00

Thursday ^{12th} 1853

All this Day fine pleasant Weather Light-Mind from the North & Calms we have Made Land farther than 24 hours than for 2 Days past—that is have Made more Lat^t & Longitude Lat^t Obs 26.53 Long 84.14. it has been ^{smooth} as a Mill pond the past & a thick Scum upon the Surface of the Water.

Friday 13th 1853

All this Day Light-Breezes & Calms. at 2 PM Sounded in 80 fathoms find a strong Southerly Current—Lat^t by Obs 25.57 Sounded at Noon 60 fathoms Lat^t 14th May 1853

Calms until 8 PM a Bark in sight to the N E of us at 8 PM Light-Breeze Spang up from the N by E Stead S by E at Day Light Bark in sight had

had about 4 knot Breeze All Night & continued
untill Noon (sailed) at 4 PM 60 fathoms sounding
at 7 am 33 fathoms at Noon 30 fathoms bearing
N by SE by E Lat 24.50.

Sunday 15th May 1833

this Day begins with a very pleasant weather
all sail set by the wind 4 knot Breeze & a smooth
sea the Bark 6 miles on our Weather Beam & we
heading up, SE by E at 2 PM went on Main Courses
& made Tortugas L House bearing E from us 10
miles (intent shortly make a sail ahead) bore
our Lee at 6 PM it bore N E by N heading up
SE at 7 in sight of the Light made a Schooner
Western coming up (bore this) increasing & appeared
overhead at 8 PM in sight of the Light from Main
Head bearing N. Midnight still Breeze laid Ship
to the NE at 3 am struck Bottom ~~on~~ the Edge
of the Bark & broke Ship of there untill Day Light
then Inshore but at 8 am made the Marques Keys 25 miles
from Key West bearing N of us blowing fresh & the wind
a head & a strong current setting to the Eastward) soon
beat to Key West brought L House to bear N by W & then

For it at 3 PM came to anchor just below 1/2 mile
Wharf in 24 fathoms. Breeze heavy from ENE at 6 AM
Heavy Masses of Rain & Squally the Remainder of the Night
Died on Shore & Left with Mr Duke & family

Monday the 16th May 1853 All this Day Blowing
Heavy from the ENE went on shore & filled 3 Casks
Water & paid 2.10 Cents Likewise bought 11 Dollars worth
of Provisions for the Schooner (Died with Mr Gift &
Family) took Sea with Mr Duke & Family the
Remainder of the Day Blowing Heavy. Repaired the
New Collector a visit Mr Baldwin. Dep. Collector Mr
How is retained in office

Tuesday May 17th 1853

begins with Heavy Winds from ENE Reef Lower
Sails at 7 AM. Made anchor & Tied from Key West
at 8 AM. Cast the Bar & House bearing N by W
Land Key Tower heavy N by S. heading up SE soon run
into a strong current setting ENE at 9.30 Lost sight
of Key West & House bearing NW 10 Miles
at Noon obs 24.17 this Day or 12 hours end of our
Accounts begins

Wednesday May 18th 1853

first & latter part of the Day pleasant weather
Wind ESE from Sunset until Day Light
Rains Squalls a number of vessels in sight
through the Day put- out on board of a Ship in the
Night at 10.30 am made the Florida Keys at 11
tacked Ship to ESE several Sail in sight
at 11.00 am (th) Lat 24.58. we are now 10 miles to
the Southward of Castlet Reef Light House
~~Passing in N by W at 1.30 made the Lth~~
~~bearing N by W at 3~~

Thursday May 19th 1853

Begins with stiff Gale from NW & blowing
E. under 4 Lower Sails set. Standing by the wind
at 1.30 PM made Castlet L House bearing
NW stood in near the Breakers the Lth
bearing N by E 6 miles distant tacked Ship of at 3 PM
6 Sail in sight. Blowing & Rain Squalls. at 4 Noon
Flying jib at 7 Dinged Reef Mainail all night
Rain Squall at at 3 am made Gun Key Light
bearing E by N 10 miles Dist. tacked Ship to NW
at Day Light a number of Sail in sight.

Beating out of the Gulf at 11 AM Made
the Florida Coast - 40 Miles from Cape Florida
in Lat 26.15 N a Number of Sail in Sight
Cruising East Other fresh Mains from NW & a
Considerable Sea from the North

Friday 20th May 1858

This Day Begins with stiff Mains from the
NW & beating Down the Gulf Stream at 12.30
PM 5 Miles from the Florida Coast - Tacked Ship
to the E by N under Sur 4 lower Sails at 7 PM
tacked Ship to the NW 6 Sails in Sight Spoke
a Bark from Apalachicola bound to Baltimore
Sea has gone down a good deal since Morning
& quite Moderate & pleasant overhead at 1 AM
Calme at 2 AM Wind Sprang up Sudding from West
Several Sail in Sight Steady North at 8 AM began
to haul to the Eastward Northward headed up
NW & at Noon NW by E & all Sails set by the wind
one Large fore & aft Schooner beat us Badly. Now she
is 3 Miles ahead of us She here Made our Course
at by E $\frac{3}{4}$ E Dist 113 Miles the Current has set us to the
N 60 Miles we are in Lat 28.04 Long 80.45

Lat 21th May 1853 begins with fresh whole
Tail Boarde by the Wind) bearing up A E by E & E
Wind) A Severall Tail in Tight Standing by the
Wind) Clear pleasant weather & quite smooth
At Tail Set By the Wind at 4 PM began to Blow took in
Yacht Topsails & Jib at 5 took ship to the NW
& Tinged Reef Mainsail hauled Flying Jib in Company
With a Large fore & aft Schooner was outside us
all night Blowing fresh at (Day Light a Bark
past just to leeward) Standing our course
the Schooner when she ceptd how we outside her at
7 AM Set whole Mainsail & Flying Jib at noon
Obs in Lat 29.25 Long 79.27 we found by our
Lat that we have had no current & as I do not know
the cause of it & still have passed through strong
tide Rips this fore noon Rained for a short time
& at 10 the Wind veered to E & E at noon pleasant
pass one Schooner under Double Reef Sails which we
carry all Lower Sails.

Sunday 22^o May 1853

This Day begins with stiff Wind from E & E by Nading
w. h. b. Several Sail in Sight Midnight Pleasant Set
of sails at Day Light 6 Sail in Sight Hauling
to the N & E. Late 32.04 we have had a
Strong Current with a Lee

Monday 23^o May 1853

Commences with stiff puffs for a few moments &
then calm Made a haul & come up with several
Sail of Ships & brigs at 6 PM Stiff Wind from
S & E Hauling N & E by E. Spoke a Bark at 10 PM
from Enka bound to Philadelphia & corrected our
Log we were 90 Miles to the Eastward. True Log
at 12 was 79.00 to Day Late 33.22 & Log 76.34
Run the Bark out of Sight & a brig that was in company
with the Bark keeps away with a fine pleant
Weather it appears that we have had no Current in
our favour there 24 hours (Time 10 1/2 S).

Tuesday 24 May 1853

Begin with a fine Breeze from S W by S & S W
Hauling N & E 6 Sail in Sight & Smooth Sea
all Sail Set

Middle & Latter part fine delightful weather
We have run for 109 1/2 Miles W & E

Lat 46 35-46 Long in 74.11. — 11 Sail in sight
this Morning at Noon 3 Sail in sight

May 25th 1853

This Day begins with fine pleasant weather Wind SSW
Heaving Ship & Sailing 5 Miles for Noon being 5 being —
Bark past - lost to us Steering in S - - -

at 4 PM looks by appearance of a change of weather
Clouding up Barometer falling it is 28.4 ~~4~~ 20.87/10

at Midnight Lightning at 2 Am heavy Rains thunder
& Lightning Landed & took in all Sail a Comphsant
in the Main Truck at 3.30 hoisted jib Wind at SW
at 4 we hoisted up Lower Sails at 7 Set Light Sails
Light Mains from SW we are now in the Deep
green Water lost to the Edge of Soundings Lat
37. 37 Long 73.40 Weather thickening up & Meind NW

26 May 1853.

begins with Moderate Wind, from NW-W at 1 PM foggy
& Changable until Midnight thunder & Lightning. Wind
all round the Compass

then took a breeze from the NW at Daylight
All sail set then WS Hurray WbE at 8 ac N by E
Wind increasing Suckling 7 Miles per Hour at noon
Pleasant overhead Barometer down to 27.82/100 the lowest
that I have seen it fall Lat 66.29.15 Lr. 18 a S. breeze
Sail past to the Southward this forenoon of us

May 27th 1853

begin with pleasant weather a number of sail
in sight at 2 PM came up to port the Schooner
Washington of Wiscasset Lumber loaded from Will
Mington McEbaire to Batte under her four lower
Sails but with both Gaff Topsails set then SW

If you are 15 years of age or over, please write to the
all right but we may sometimes be unable to
forward but we will send you just what we can
My brother-in-law (writing) was among the first to
with a letter of Duke but could not find it
have been written up by the postman George. When I
asked the (Miss) she said it was not with me.
I have done it for me - I have done it for me
to send it by the same ship as the other
like to have a change of ship and other things
from the post at 4.30. Mr Charles Clerk has been
Governess to the Duke of Devonshire & his
which was sent at 5.30. I am sorry to hear
among my 2 little children during my absence of 10 days
the ~~children~~ and my new mother & father & sister
of company for the summer I am not sure how
- 3 days of absence for the Duke of Devonshire & his
looking a little better in the Duke's house
I am for a long time of the Duke's house
- 1 day - no long absence of 11 days of absence
I am for a long time of the Duke's house

My dear Mr. Garrison
I have just received your letter of the 11th inst. and am
glad to hear that you are still so active in the cause
of the oppressed. I am sure that your efforts will
be successful in the end. I am sure that you will
continue to do good work for the world.
I am, dear Sir, very respectfully,
Your obedient servant,
Wm. Lloyd Garrison

from the Centurion had appearance of a storm
coming at 9 the boat went up the George Town
from that time until the return of the Blonde being in
sight. Theresa & Agatha had returned at 2 o'clock
stormy through the night -
Thursday 8th June
a Whiting Bay Wind SE 153 to 160 with
small shower of rain at 6 PM there very heavy
I feel very poorly
9th Wednesday fine pleasant weather the pilot
bugles in action in action with several other vessels
I left our channel over the bar
Thursday 10th fine pleasant weather
a Coast Thames of a brig that belongs to Charles Thames
came on board & gave me a visit about 4 PM on board
before coming over to the bar the only sight of dawn
before lying here at 1 PM we came out over the
bar

on my horse & I have to hold with the horse
I drive all the time & bear the horses
the back that I have is, however, the back of
that the back might have a fair stand when the back
get away to come of and then we would be the back
horses George then & he will be get in before night
the total return of 3.30. we then put away for
George then & were before sunset the horses
the weather I know then we are of the day on
bring in in safety into port before he has great chance
I have written myself so much to day that I have
got to stop for I am my legs hurt & I have a
wondering night

Jul-5 from

English in the English & Georgetown but pretty
could not go in there for the weather was so
bad as before

Am very from 6th 1852

from Pleasant Weather from the Southern
& Eastern) Several days with an evening for a time
to get the day

Monday 7th June 1852

Clearing in the morning & light rain from

of finding the system in a more state to receive the conduct I think taking the limits of a shade of no objection gave me the 3 perspectives I mentioned at the time I left Mr. Brown who as I thought an obstacle in the way that it would operate in a short time of. I sincerely fear perfectly.

Wednesday 2 June 1832

at 10:11 if I started again my hair all off. I am the same as another bird - can much hear with what I have taken from the occasion to carry with me have him till 9:06 (windy) when I was at Hill Fall

3 years
Hurray for pleasant weather
Alma to the (Southern) but out over the main
Bar nearly done water at 1 PM. The 2nd
8:24 at summit here to 1 - before I leave
It is to try of her for the night
June - 4th 1832

pleasant - Day until night this has been a hard day
to the all horses went in there the depth to be right
but the flowers & myself - I have to leave

account for it & even now do before. I have had
no fear well stand. Mr. Porter up to a Bostonian
of the same on kind of a Mr. & Remond. In
to have a direct to morning over a packet of the water
to provide saved freely to wherever will tonight it help
the same

Monday 31 May a powerful rainy day
to morning heavy rain the day & night. The
the day full. Incredible all day & thought
nothing can human meat produce large enough to
cover my foot. & birds all up near the same
was I right in all night & found it again the
nothing my best answer in every such

Monday 1st June heavy frost from
the 2 to 3 and 4 birds in garden in my foot
have had the day & night in evening the evening
to carry me through a Thompsonian course
I have had a bad feeling just before the day
my stomach with the day & night in my foot
had - I have been almost a year to take an English
without that is left - I have the same
to a common situation when the day & night

of the damming 3/4 of a mile from the light-
house got our six all up, but could not jump it
of a day on shore all night consequently all heavy
with myself went of in the small boat

29th May. Came on shore early in
morning the two small boats (one of the work boat)

& George & Tom which was taking care of the boat
left our small boat at the damming instead of taking
her down a quarter of a mile where he took the log
boat & when I got across to the damming she was a

ground & nearly all the water out of the brake down
lead to drag her through water & I worked so hard
with the boat although I said not to then we got
of with our small boat in the large boat to remain

another hour but got on land at 1 PM & having squally
weather got under way down with the city

Monday 30th The pleasant weather with
the appearance of the Day being
at 9 another morning I discovered my foot up above any
level was much swollen. I have been very lame for
a long time but in my foot under the elbow under my
hand & in my leg & I have been the same for

Boarded at Dumfries got under way & sail out over
the Bar by making one trip & that way short on board
in 10 minutes when there is a Bay then the Beacon was
a large transverse length open to the sea the
Bay slight - took the Bar & then Ebb
past the light-head at 9 AM then 10 12 2 8 PM the
Mention of the Bay

26 May 1852

fine pleasant weather with 2 PM then squally
came in over the Bar at 10 AM came to anchor at
our usual place went to supply (Heron Hamlet)
Beacon to that to supply (Heron Hamlet Beacon)

27 May 1852

first part of the day pleasant - fresh breeze from
the west & early to supply (Heron Hamlet)
Beacon returned at 10 AM got under way at 1 PM
to sail up to Charleston

28 May 1852

pleasant morning got under way & sail out over
the Bar the first part of the night - then some
it ended at 9 AM at 11 PM - the Beacon at 12 AM

Left Stuart at 10 AM came in & arrived but when
the day at the shore of the White Lake. Rocks were
supplied that Beaver then used a (supplied) backpack
Beaver returned on day got near bay & got a good
look at the Beaver. Beaver then wrote down got a
piece of the skin at 6:30 AM came to another hole
mile below Big Bend & about 300 yards to the shore
of the Bay at 8:00 AM went up to the summit & got a
look at the Bay at 9:00 AM then returned to the
summit at 2:30 PM. Fine pleasant weather

June 23 AM. Fine pleasant weather
Went up to the top in the forenoon to the summit
One of the Berkeley Hotel in the afternoon went
to the Berkeley Hotel for the Berkeley Hotel
to the summit on board at 9 AM

Monday 24 May 1852
Fine pleasant weather until about 11 AM then
clouding & many showers which lasted only a short time
got near the Bay at noon & did across the River & hills
came to London

Thursday 25th May 1852
Left London for the Bay & arrived at the light
House where there is a (supplied) of return on

Came to land at 1-1 PM and on shore to supply
Sapelo & Thos.

Thursday 20th 1852

The morning supply (Wey Hays) was sent to
in the afternoon sent to the boat

Friday 21st May 1852

Got over the bay of 530 in in company with a large
skinner & 2 boys and the boat. From we went to the
bar the black beaver was open to the southward of the
creeper. We were about one foot and a half from the
3/4 of the nearly level floor. and was dead. The two
than setting up to the southward was the reason we got
so far to the south of shore about 1/2 mile. The boat
Bays part in being to Barren & the bottom of the
shore. That came out with the boat with a number of
hats. The is now 3 miles to the southward of us at distance
of 1/2 mile. The boat at (Manning) in the morning
of 21st May 22. In the morning with the boat
the new from the 6 & 7 days (Manning) in the
at 2 am. The boat is 2 1/2 days from the shore. The
a good good morning. The boat is 2 1/2 days from the shore.
and the boat is 2 1/2 days from the shore. The boat is 2 1/2 days from the shore.

with leaving first leaving the tail of the river
out to carry through the river to get the channel
tail down near the point of Little Burn
to another at 8:30 PM. However, the quantity
wind came out of the hole

January 18 May 1832

from present weather got away at 11 AM

to the river in 11 days (May) came in water about
1/2 the water the King's plantation on the above the

light stage was stopped at 11 AM
at 4 PM we got to the river at 11 AM
to the river then took the river from 11 AM to 11 AM

over the river at 9 PM. have not seen any more
the river having not left from 4 to 11 AM

at 11 AM left 11 AM at 11 AM
the river having not left from 4 to 11 AM

January 19 May 1832

from present weather all day but at night 11 AM
at 11 AM we got to the river at 11 AM

the river having not left from 4 to 11 AM
at 11 AM we got to the river at 11 AM

the river having not left from 4 to 11 AM
at 11 AM we got to the river at 11 AM

3 what. the North Bore after will be about one quarter
of a mile leaving about 4 1/2 after passing the Bay after
11th by 11-1. We leaving an open bay on the point of Shoal
which is back of from the 2nd shore point on your starboard
hand. then head round to anchor any where you please going
the Bore. one thing of a mile distant we anchored a short
distance from the 3rd Bore after Bay if all look in 2nd light come
red. then we a small row boat at 12.30 a hour of passing up
from 1/2 get under way to day to day up, same to anchor
the light. then leaving 1/2 etc.

Monday 17th May 1852
first part of the day fine pleasant weather with
wind the drive at 7 am & stopped at the Bore after
head light the same returned on board at 2 PM equally
weather wind fair - after into the 1/2 & 1/2 then fair
changed the weather through the Bore after of the Bay
get under way at 5 PM but current the shore up into
Fakell Creek. Green part above Heavy Bore after
2nd Bore after got on board bottom it appeared to be a small
spot of hard sand all around it. 1/2 Bore after down
got of 1/2 day through the Bore after after getting out
about 1/2 Bore after came out to the 1/2 M on quarter

Thursday 13th May 1832

All the Day fine pleasant weather from
noon until 10 PM then 8 PM to 12 noon from 12 to
12 at 12 noon wind fresh & a stiff breeze at 5 PM

3 sail in sight heading to the southward at 12.30 Noon ~~about~~
the Cape took out eight-blearing white, the light at the
with 2 Am then the at 7 am 4 sail in sight 2 being
a then one we are drawing away from the Cape up with
us at 12 noon 10 PM 3.30. 10 PM Cape took 10 PM

Friday 14th May 1832

begin with clear weather at 8 AM all sail set
at 2 PM sent the Flying Joon boat in 10 PM. afternoon
from 6 PM until 4 AM fresh breeze & equally boating
clear till in all our eight sail at 11 AM from 8 to 11 AM
down heavy shower. then cleared of sail by 11.30 PM we have
sail then 24 hours 135 miles by day but she has made 155 miles
sail by our last hour in 17 hours.

Saturday 15th May 1832

The Day begins with fine daylight full weather wind by 10
blowing up by 8. at 4 PM 8 PM at 11 PM 11 PM 11 PM

at 6 am in sight of 2 Egg. the light house bearing S by W
 at 8 am 300 fathoms. Water is 1000 fathoms but
 a plenty of water channel on the South Sea on Bay of
 at 10 30 fathoms Great Egg Harbor a clear entrance channel on
 the South Sea on the Bay of Biscaya. Large straits on
 the range of the entrance we had 9 fathoms 4 miles outland
 at 11 am 100 fathoms of shore
 All the day fair pleasant weather. My health is fine
 is gaining but feel bad in the stomach but am in higher
 that it will soon recover to day. Have eaten a little of fresh
 Beef. The 3 domestic birds for my dinner at 4 PM. Have
 taken 1100 fathoms at 3 30 took ship of shore at 6 30 am
 back in shore at 9 PM. Take in shore we were about
 2 miles to the westward of the light boat. Then in with
 2 miles to the light house leaving it 5 miles outland
 11 miles to the light house leaving it 5 miles outland
 took ship to 5 30 at 3 am. Light of the light at 6 quit
 a small harbor the 5 at 9 quit a little harbor from the 10
 at 11 30 fathoms in state of light house
 at 11 30 fathoms in state of light house

In 6 AM took 2 towers leaving each 300 ft above
 depth bottom with a little to the right of 6 AM went on shore
 to the 2 towers gave my letter to the keeper Mr. Stables &
 said that the vessel had come up to the light house. I think I
 feel rather more comfortable but quite languidly yet. At
 10 AM on board at 11 AM have food and drink for my breakfast.
 Between 11 AM & 12 AM was a good time way at 12 AM went at
 West at 12 ahead of the light house great number
 of shipping sailing in East - fine pleasant weather.

Saturday 8th 1852

began with fine pleasant weather went at West at 1 PM
 then sailed heading to the West back of the bearing along
 the Jersey shore at 9 AM have bearing right there
 3 miles to the northward of - then at - have West - in a large
 number of ships heading to the Southward & many more sailing
 North.

Leaving 3

arrived from 5 PM 1852 bearing along the coast -
 the Jersey at 3 PM took ship. Then bearing at the over bearing
 1 mile to the North (East) North & after part pleasant weather
 at 6 PM have with Egg bearing & then

Weather thus far there is no more of the recent begin

Wednesday 3rd May 1852

Left Dover in fine pleasant weather at 6.30 AM boat put
to the southward of - Black Head Wind strong & small
sailing Boat - bearing us & that we have 4 days & sea fair
good fine fair & breeze in exchange at 7 we wind still at
10 PM tack ship half way between Watch Hill & Point
Head at 3 am put in sight of Point of View light bearing
N by W. bearing up 5th at 11.00 AM at 4.11 PM
33 fathoms water at the bearing N by E by N. 33-40.

Thursday 6th May 1852

At this (day fine pleasant weather) wind from SW bearing
up N by E & take this at 4 PM to the westward of Dover
15 fathoms water at a 11 miles sail in sight bearing into
W by E. from Green Steamer.

Friday 7th May 1852

At this (day fine pleasant weather) wind still at 1 PM
thence the high tower of Dover did not bear on our lee bow
at 2 PM feeling the wind to blow & George Johnston &
me sail under full way for the Hook bearing & come to
under the Mill from the shore the Point of View bearing N by

[illegible]

Schooner Eliza

Let sail from New Bedford May 4th 1852
in the Schooner Eliza to supply all the light-
houses from Little Compton to Abbeville with the
addition of one more than last year ^{which} will about
pay half in the Plymouth over 40 d. tress.

Dampas.



to write in paper with letters of - Gora
put down gum: kashab. into common writing ink
& write with it - the great way when the writing is dry
breaks on it: the month of October often the gum
& will cover the it the paper with the Gora deep red ink
of be laid on in the most way & the paper from first brush

2/27

Dec 4th 1490.60

